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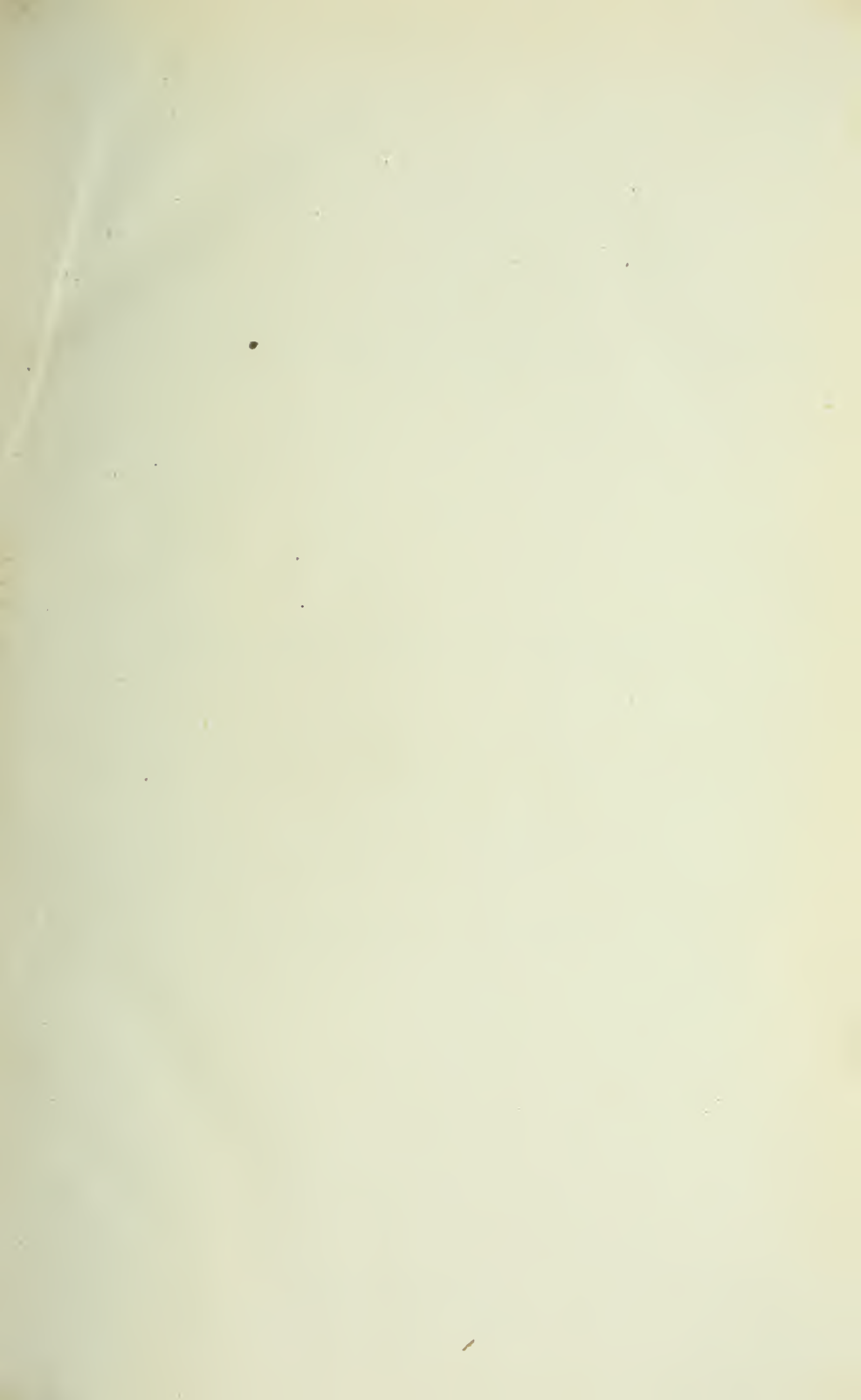


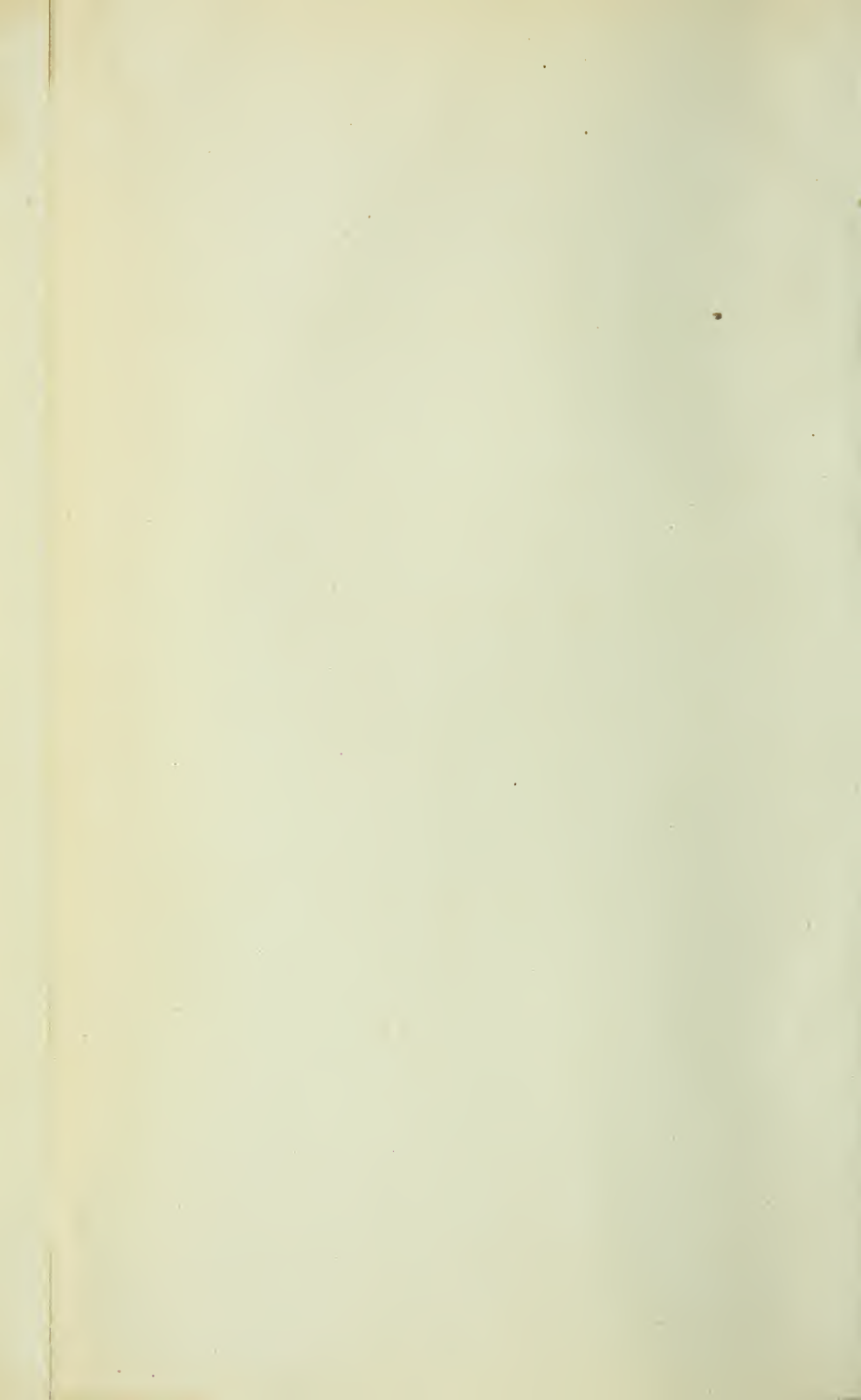


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JOURNAL

OF THE

STATE BOARD OF EQUALIZATION

OF THE

STATE OF MISSOURI

IN THE

YEAR 1880 FOR THE YEAR 1879.

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JEFFERSON CITY :

CARTER & REGAN, STATE PRINTERS AND BINDERS.

1880.

336,29  
1865  
1784

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SECTION 6874, REVISED STATUTES 1879.

The said Board shall cause to be kept a fair and full record of all its proceedings and decisions, and shall cause the same to be signed officially by the president and the secretary, and file said record in the office of the State Auditor on its adjournment. As soon as said record is filed with the State Auditor, he shall furnish a copy of the same, duly certified, under seal of his office, to the State printer for publication; and said State printer shall publish five hundred copies of the same, in the usual style and at the same rates now provided by law for the publication of the journals of the General Assembly; and said published copy of the record of the proceedings and decisions of said Board shall be received in all courts of this State as evidence of the action of said Board. Said printed copies shall be disposed of as follows: Two hundred copies shall be delivered to the Secretary of State, for the use of the members and officers of said Board, and the remaining three hundred copies shall be for general distribution, in the same manner as is now or may hereafter be provided by law for the distribution of the laws and journals of the General Assembly. The cost of printing and distributing the same shall be paid for out of the appropriation for the contingent expenses of said Board.

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# JOURNAL

OF THE

## STATE BOARD OF EQUALIZATION,

FOR THE ASSESSMENT, ADJUSTMENT AND EQUALIZATION OF  
RAILROAD PROPERTY, BRIDGES AND TELEGRAPH  
AND EXPRESS COMPANIES.

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### FIRST DAY.

JEFFERSON CITY, Mo., April 19, 1880.

The State Board of Equalization met in the Governor's office in Jefferson City, the Capital of the State of Missouri, April 19, 1880, pursuant to an act entitled "An act to amend sections seven, sixteen and seventeen of an act approved March 15, 1875, amendatory of an act entitled an act to amend sections one, two, three, four, five, six, seven, eight, nine, ten, eleven, thirteen, fourteen, fifteen, sixteen, seventeen, eighteen, nineteen, twenty, twenty-one and twenty-three of an act entitled an act to provide for the assessment of railroad property, and the collection of taxes thereon, approved March 24, 1873, and to add two new sections thereto, to be known as sections twenty-two and twenty-three," approved April 14, 1877, for the purpose of assessing, adjusting and equalizing the valuation of railroad property in the State of Missouri, for the year 1879; and also for the purpose of assessing, adjusting and equalizing bridges over streams in this State, or over streams dividing this State from other States, owned by joint stock companies; also, telegraph and express companies, under act of the General Assembly of the State of Missouri, approved April 21, 1877.

PRESENT—John S. Phelps, Governor; Michael K. McGrath, Secretary of State; Thomas Holladay, State Auditor; Elijah Gates, State Treasurer, and Jackson L. Smith, Attorney General, who were sworn and subscribed to the following oath:

STATE OF MISSOURI, }  
County of Cole. } ss.

John S. Phelps, Governor; Michael K. McGrath, Secretary of State; Thomas Holladay, State Auditor; Elijah Gates, State Treasurer, and Jackson L. Smith, Attorney General, of the State of Missouri, being duly sworn, upon their oaths say, that they will support the Constitution of the United States and of the State of Missouri, and faithfully demean themselves in office as the State Board of Equalization; and that they will, to the best of their knowledge and ability, honestly and impartially assess, adjust and equalize the aggregate valuation of the property of each one of the railroad companies and bridges, telegraph and express companies liable to taxation in this State.

(Signed)

JOHN S. PHELPS,  
MICH'L K. McGRATH,  
THOS. HOLLADAY,  
ELIJAH GATES,  
J. L. SMITH.

Sworn to and subscribed before me, this 19th day of April, A. D. 1880.

Witness my hand and notarial seal hereto attached, this 19th day of April, 1880.

[SEAL.]

ALBERT O. ALLEN,

Notary Public, within and for Cole county in the State of Missouri.

My commission expires January 5, 1883.

Upon motion, John S. Phelps was elected President, and Thomas Holladay, Vice President of the Board.

B. F. Stewart was elected Secretary—to receive five dollars per day while actually employed—who was sworn and subscribed to the following oath:

STATE OF MISSOURI, }  
County of Cole, }

Benjamin F. Stewart, being duly sworn, upon his oath says that he will support the Constitution of the United States and of the State of Missouri, and faithfully demean himself in office as Secretary of the State Board of Equalization.

(Signed)

B. F. STEWART.

Sworn to, and subscribed before me, this 19th day of April, A. D. 1880.

Witness my hand and notarial seal hereto attached, this 19th day of April, 1880.

[SEAL]

ALBERT O. ALLEN,

Notary Public within and for Cole county, in the State of Missouri.

My commissson expires January 5, 1883.

Upon motion, William S. Davison was elected clerk of the Board—to receive four dollars per day for the time he is actually employed—and it was decided that no other clerks should be employed, unless the Board ascertained and declared such further employment necessary.

On motion, the Board adjourned until Friday, April 23, 1880, at 10 o'clock A. M.

## SECOND DAY—FRIDAY, April 23, 1880.

Board met pursuant to adjournment.

*Present*—Messrs. Phelps, McGrath, Holladay, Gates and Smith.

F. W. Hinman, attorney for city of St. Charles, — Alexander attorney for St. Charles county, and W. H. Blodgett, attorney for St. Louis, Kansas City and Northern Railway Company, appeared before the Board, and testified in relation to the St. Charles bridge.

The following communication from the Auditor was this day received and read:

STATE OF MISSOURI, AUDITOR'S OFFICE,  
CITY OF JEFFERSON, April 19, 1880. }

*To the honorable, the State Board of Equalization:*

I have the honor to lay before your honorable body such returns and reports as have been made to this office by the several railroad companies, subject to taxation in this State; and also the returns made by the county courts of the several counties in which railroad property is located.

I have the honor to be, very respectfully,

THOMAS HOLLADAY,

State Auditor.

Upon motion, the Board adjourned until Monday, April 26, 1880, at 10 o'clock A. M.



## THIRD DAY—MONDAY, April 26, 1880.

The Board met pursuant to adjournment.

*Present*—Messrs. Phelps, McGrath, Holladay and Gates.

*Absent*—Mr. J. L. Smith, by permission, to attend Supreme Court.

Gen. James Harding, Railroad Commissioner, appeared before the Board, and after being duly sworn, testified as to the valuation of railroad property.

Upon motion, the Board adjourned until to-morrow morning at 10 o'clock.

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## FOURTH DAY—TUESDAY, April 27, 1880.

The Board met pursuant to adjournment.

*Present*—Same as yesterday.

Gen. James Harding, A. M. Sevier and Gen. J. S. Marmaduke, Railroad Commissioners, appeared before the Board, and testified concerning the valuation of railroad property in the State.

John O'Day, attorney for the St. Louis and San Francisco Railroad Company, appeared and presented to the Board amended returns of said road.

Upon motion, the Board adjourned until to-morrow morning at 10 o'clock.

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## FIFTH DAY—WEDNESDAY, April 28, 1880.

The Board met pursuant to adjournment.

*Present*—Same as yesterday.

O. E. Learnard, attorney for the Kansas City, St. Joe and Council Bluff Railroad Company, appeared before the Board and testified in relation to the valuation of said road.

Upon motion, the Board adjourned until to-morrow morning at 10 o'clock.



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SIXTH DAY—THURSDAY, April 29, 1880.

The Board met pursuant to adjournment.

*Present*—Same as yesterday.

G. B. Macfarlane, attorney for the Chicago and Alton Railroad Company and its branches, and M. A. Low, attorney for Chicago, Rock Island and Pacific Railroad Company, appeared and were heard relative to the value of their respective roads.

Upon motion, the Board adjourned until to-morrow morning at 10 o'clock.

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## SEVENTH DAY—FRIDAY, April 30, 1880.

The Board met pursuant to adjournment.

*Present*—Same as yesterday.

Upon motion, the Board adjourned until to-morrow morning at 10 o'clock.

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## EIGHTH DAY—SATURDAY, May 1, 1880.

The Board met pursuant to adjournment.

*Present*—Same as yesterday.

Upon motion, the Board adjourned until Monday, May 3, 1880, at 10 o'clock A. M.

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## NINTH DAY—MONDAY, May 3, 1880.

The Board met pursuant to adjournment.

*Present*—Messrs. Phelps, Holladay and Smith.

*Absent on Leave*—Messrs. McGrath and Gates.

Mr. Holladay offered the following resolution :

*Resolved*, That the St. Charles bridge be assessed as a bridge and not as a part of the road-bed; which was read and lost by the following vote :

AYES—Mr. Holladay.

NOES—Messrs. Phelps and Smith.

Mr. Holladay offered the following resolution :

*Resolved*, That the branch of the St. Louis, Kansas City & Northern Railway, from the passage depot in the city of St. Charles, leading down to the accommodation depot in the city of St. Charles, be assessed as independent property and not as part of the road-bed; which was read and adopted by the following vote :

AYES—Messrs. Phelps and Holladay.

NOES—Mr. Smith.

Mr. Holladay offered the following resolution :

*Resolved*, That the branch road of the Missouri Pacific in the city of Warrensburg, leading from the main line to the stone quarry, be assessed as a branch and not as a part of the main line; which resolution was read and adopted by the following vote :

AYES—Messrs. Phelps and Holladay.

NOES—Mr. Smith.

Mr. Holladay offered the following resolution :

*Resolved*, That the Missouri Pacific road-bed be assessed at thirteen thousand dollars per mile; which resolution was read and lost by the following vote :

AYES—Mr. Holladay.

NOES—Messrs. Phelps and Smith.

Upon motion, the Board adjourned until Monday, May 10, 1880, at 10 o'clock.

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#### TENTH DAY—MONDAY, May 10, 1880.

The Board met pursuant to adjournment.

*Present*—Messrs. Phelps, Smith and McGrath.

*Absent*—Messrs. Holladay and Gates.

The Board had under consideration the assessment, adjustment and equalization of railroad property, bridges and telegraphs in the State.

Upon motion, the Board adjourned until Monday, May 31, 1880, at 10 o'clock A. M.

## ELEVENTH DAY—MONDAY, May 31, 1880.

The Board met pursuant to adjournment.

*Present*—Messrs. Phelps, Holladay, McGrath and Smith.

*Absent*—Mr. Gates.

Mr. Holladay offered the following resolution :

*Resolved*, That the part of the St. Louis bridge in the State of Missouri be assessed at \$1,000,000; which resolution was read and lost by the following vote :

AYES—Messrs. Phelps and Holladay.

NOES—Messrs. McGrath and Smith.

Then on motion the valuation of said bridge was fixed the same as last year by the Board.

Mr. McGrath states if he had been present on the 9th day of May when the question came up to tax the St. Charles bridge as a bridge and not as a part of the road-bed, he would have voted in the negative.

After adopting the schedule and tables completed by the clerks, the Board, upon motion, adjourned until June 18, 1880, at 10 o'clock.

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BURLINGTON AND SOUTHWESTERN RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Burlington and Southwestern Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in the State, and also the reports of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to-wit :



## ITEMIZED STATEMENT.

Length of road-bed in State of Missouri.....	64.38 miles.
Length of road-bed in State of Kansas.....	77.       ,,
Total length of road.....	141.38 miles.
64.38 miles road-bed, at \$3,250 per mile.....	\$209,235 00
ROLLING STOCK.	
9 locomotives, at \$3,500.....	\$31,500 00
3 passenger cars, at \$1,000.....	3,000 00
3 post office and baggage cars, at \$750.....	2,250 00
2 caboose cars, at \$350.....	700 00
66 flat and coal cars, at \$250.....	16,500 00
50 grain and combination cars, at \$300.....	15,000 00
74 stock cars, at \$250.....	18,500 00
18 hand cars, at \$15.....	270 00
1 pile driver, at \$300.....	300 00
Total.....	\$88,020 00
Proportion of rolling stock in Missouri.....	40,081 05
Total.....	\$249,316 05
Buildings on right of way.....	2,000 00
Grand total.....	\$251,316 05
Road-bed and superstructure per mile.....	3,250 00
Rolling stock per mile.....	622 57
Total per mile.....	\$3,872 57



Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered ; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### BEAVER BRANCH RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Beaver Branch Railroad Company on the 1st day of August, 1879, and to assign the values of said road, and movable property to counties and municipal divisions thereof, as provided by law ; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company, and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company on the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit :

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Beaver Branch Railroad Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	No. of miles.	Valuation per mile.	Valuation in county.	Value in county.
Phelps.....	3	\$3,000 00	\$9,000 00	\$9,000 00
RECAPITULATION.				
3 miles road-bed and superstructure at \$3,000 per mile.....		.....		\$9,000 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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#### BOONE COUNTY AND BOONVILLE RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Boone County and Boonville Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and the counties reporting thereon, does, on motion, adopt the following schedule and table, as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the year and day last aforesaid, as a just and proper assignment of the values of road and property aforesaid, and which property is hereby assessed to the St. Louis, Kansas City and Northern Railway Company, lessees thereof, to wit:



Aggregate and detail description and valuation of property in the State of Missouri, owned by the Boone County and Boonville Railroad Company, (St. Louis, Kansas City and Northern Railway Company, lessees thereof), on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns	MILES.				BUILDINGS.		Totals.	
			No. of miles.	Valuation per mile.	Valuation subdivision.	Valuation in county.	Valuation in subdivision.	Valuation in county.	Value in subdivision.	Value in county.
Boone.....	Bourbon.....	.....	21.60	\$3,000 00	.....	\$64,800 00	.....	\$1,050 00	.....	\$65,850 00
	Rocky Fork.....	.....	4.48	3,000 00	\$13,440 00	.....	.....	.....	\$13,440 00	.....
		.....	9.19	3,000 00	27,570 00	.....	\$200 00	.....	27,770 00	.....
Columbia.....		.....	7.93	3,000 00	23,790 00	.....	850 00	.....	24,640 00	.....
		Columbia.....	1.075	3,000 00	3,225 00	.....	600 00	.....	3,825 00	.....
Total.....		.....	.....	.....	.....	.....	.....	.....	.....	\$65,850 00

## RECAPITULATION.

21.60 miles road-bed and superstructure, at \$3,000 per mile.....	\$64,800 00	.....
Buildings on right of way.....	1,050 00	.....
Total.....	\$65,850 00	.....

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### BRUNSWICK AND CHILLICOTHE RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Brunswick and Chillicothe Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of the counties reporting thereon, does, on motion, adopt the following schedule and table, as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, and which property is hereby assessed to the St. Louis, Kansas City and Northern Railway Company, lessees thereof, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Brunswick and Chillicothe Railroad Company, (St. Louis, Kansas City and Northern Railway Company, lessees thereof), on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.			BUILDINGS.		TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Val. in subdiv. county.	Value in subdivision.	Value in county.
Chariton .....	Cunningham.....	Brunswick .....	20.00	\$2,173 04	.....	\$43,460 80	\$1,000	.....	\$44,460 80
			8 00	2,173 04	\$17,384 32	.....	\$500 00	\$17,884 32	.....
			4.00	2,173 04	8,692 16	.....	.....	8,692 16	.....
			8.00	2,173 04	17,384 32	.....	500 00	17,884 32	.....
Linn .....	Cunningham .....	.....	0.85	2,173 04	1,847 08	.....	500 00	2,347 08	.....
			3.00	2,173 04	.....	6,519 12	.....	.....	6,519 12
			3 00	2,173 04	6,519 12	.....	.....	6,519 12	.....
			13.00	2,173 04	.....	28,249 52	2,500	.....	30,749 52
Livingston .....	Grand river .....	.....	2.00	2,173 04	4,346 08	.....	1,000 00	5,346 08	.....
			3 00	2,173 04	6,519 12	.....	.....	6,519 12	.....
			8.00	2,173 04	17,384 32	.....	1,500 00	18,884 32	.....
			1.00	2,173 04	2,173 04	.....	1,500 00	3,673 04	.....
Total .....	.....	Chillicothe.....	.....	.....	.....	.....	.....	.....	\$81,729 44

## RECAPITULATION.

36 miles road-bed and superstructure, at \$2,000 per mile.....	\$72,000 00
Rolling stock.....	6,229 44
Buildings on right of way.....	3,500 00
Total.....	\$81,729 44

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### CHERRY VALLEY RAILROAD COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Cherry Valley Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence in regard to such property, as well as the like property of other roads in this State, and also the reports of said company, and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Cherry Valley Railroad Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	MILES.			Value in county.
	No. of miles.	Valuation per mile.	Valuation in county.	
Crawford.....	6.25	\$2, 185 60	\$13, 660 00	\$13, 660 00

## ITEMIZED STATEMENT.

6.25 miles road-bed and superstructure, at \$1, 000 per mile.....	\$6, 250 00
3 locomotives, at \$2, 000 each.....	6, 000 00
6 flat cars, at \$235 each.....	1, 410 00
Total.....	<u>\$13, 660 00</u>

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Chicago, Rock Island and Pacific Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table, as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of values of road and property aforesaid, to-wit :



Aggregate and detail description and valuation of property in the State of Missouri, owned by the Chicago, Rock Island and Pacific Railroad Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and Towns.	Miles.			Totals.		
			No. of miles.	Valuation per mile.	Valuation in sub-division.	Valuation in county.	Value in subdivision.	Value in county.
Mercer.....	Marion.....	.....	27.29	\$974 54.2	.....	\$26,595 25	\$8,741 64	\$26,595 25
	Morgan.....	.....	8.97	974 54.2	\$8,741 64	.....	9,121 71	.....
	Washington.....	.....	9.36	974 54.2	9,121 71	.....	8,731 90	.....
	Princeton.....	.....	8.96	974 54.2	8,731 90	.....	974 54	.....
	.....	.....	1.00	974 54.2	974 54	.....	.....	.....
Grundy.....	Franklin.....	.....	27.01	974 54.2	.....	26,322 38	.....	26,322 38
	Lincoln.....	.....	4.21	974 54.2	4,102 82	.....	4,102 82	.....
	Trenton.....	.....	6.30	974 54.2	6,139 62	.....	6,139 62	.....
	Jackson.....	.....	6.54	974 54.2	6,373 50	.....	6,373 50	.....
	Jefferson.....	.....	1.94	974 54.2	1,890 61	.....	1,890 61	.....
	.....	.....	8.02	974 54.2	7,815 83	.....	7,815 83	.....
	Trenton.....	.....	1.06	974 54.2	1,033 01	.....	1,033 01	.....
Davies.....	Janesport.....	.....	28.57	974 54.2	.....	27,842 67	.....	27,842 67
	Union.....	.....	4.96	974 54.2	4,833 73	.....	4,833 73	.....
	Liberty.....	.....	1.67	974 54.2	1,627 48	.....	1,627 48	.....
	Jefferson.....	.....	6.70	974 54.2	6,529 43	.....	6,529 43	.....
	Colfax.....	.....	6.45	974 54.2	6,285 80	.....	6,285 80	.....
	.....	.....	2.35	974 54.2	2,290 18	.....	2,290 18	.....
	Grand River.....	.....	4.77	974 54.2	6,276 05	.....	6,276 05	.....
DeKalb.....	Shoal.....	.....	4.77	974 54.2	4,648 57	4,648 57	.....	4,648 57
Clinton.....	Platte.....	.....	28.09	974 54.2	.....	27,374 89	.....	27,374 89
	Concord.....	.....	6.94	974 54.2	6,703 32	.....	6,703 32	.....
	Atchison.....	.....	6.72	974 54.2	6,548 93	.....	6,548 93	.....
	Hardin.....	.....	6.35	974 54.2	6,188 34	.....	6,188 34	.....
	.....	.....	4.83	974 54.2	4,707 04	.....	4,707 04	.....
Cameron.....	.....	.....	3.25	974 54.2	3,167 26	.....	3,167 26	.....
	.....	.....	1.04	974 54.2	1,013 52	.....	1,013 52	.....

## CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD—Continued.

County.	Township.	Cities and towns.	MILES.				TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in sub-division.	Valuation in county.	Value in sub-division.	Value in county.
Clinton Platte.		Plattsburg.....	.08	\$974 54.2	\$77 96	.....	\$77 96	.....
		.....	23.91	974 54.2	.....	\$23,301 30	.....	\$23,301 30
		Ridgely.....	4 96	974 54.2	4,833 73	.....	4,833 73	.....
		Camden .....	5.32	974 54.2	5,184 56	.....	5,184 56	.....
		Fair.....	9.33	974 54.2	9,092 48	.....	9,092 48	.....
Atchison Br'ch C. & S.R.R.		Lee.....	4.30	974 54.2	4,190 53	.....	4,190 53	.....
		.....						
		.....						
		.....						
		.....						
Platte ..		Camden .....	10.42	974 54.2	.....	10,154 73	.....	10,154 73
		New Market.....	6.60	974 54.2	6,431 98	.....	6,431 98	.....
		.....	3.82	974 54.2	3,722 75	.....	3,722 75	.....
		Crawford.....	18.05	974 54.2	.....	18,175 21	.....	18,175 21
		Bloomington .....	4.54	974 54.2	4,424 42	.....	4,424 42	.....
Buchanan.....		Rush .....	7.12	974 54.2	6,938 74	.....	6,938 74	.....
		.....	6.99	974 54.2	6,812 05	.....	6,812 05	.....
		.....						
Totals.....								\$104,415 00



## ITEMIZED STATEMENT.

18 locomotives, at \$5,000.....	\$90,000 00
4 passenger cars, at \$1,800.....	7,200 00
1 post office car.....	1,000 00
1 Pullman palace car.....	4,000 00
2 baggage cars, at \$800.....	1,600 00
6 caboose cars, at \$400.....	2,400 00
45 flat and coal cars, at \$250.....	11,250 00
\$5 grain and combination cars, at \$325.....	27,625 00
38 stock cars, at \$300.....	11,400 00
72 hand cars, at \$20.....	1,440 00
Miscellaneous property.....	\$157,915 00
Total distributable property in Missouri.....	6,500 00
Length of main line.....	\$164,415 00
Length of Atchinson branch.....	138 64 m les
Total.....	29 07
	108 71 miles.

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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#### CHICAGO AND SOUTHWESTERN RAILROAD—ATCHISON BRANCH.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Chicago and Southwestern Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, and which property is hereby assessed to Johaness Berg, to wit:

Aggregate and detailed description and valuation of property in the State of Missouri, assessed to Johannes Berg, owner of the Atchison Branch of the Chicago and Southwestern Railroad Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	MILES.			BUILDINGS.		TOTALS.	
		No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Value in subdivision.	Value in county.	
Platte.....	Camden.....	10.42	\$2,500 00	\$26,500 00	\$1,000 00	\$16,500 00	\$27,050 00	
	New Market.....	6.60	2,500 00	9,550 00		9,550 00		
	Buchanan.....	3.82	2,500 00					
Buchanan.....	Crawford.....	18.65	2,500 00	46,625 00	1,500 00	11,350 00	48,125 00	
	Bloomington.....	4.54	2,500 00			17,800 00		
	Rush.....	7.12	2,500 00			17,475 00		
Total.....		6.99	2,500 00				\$75,175 00	
RECAPITULATION.								
29.07 miles road-bed and superstructure, at \$2,500 per mile.....							\$72,675 00	
Buildings on right of way .....							2,500 00	
Total.....							\$75,175 00	

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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DENT AND PHELPS RAILROAD COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Dent and Phelps Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company at the day and year last aforesaid, and as a just and proper assignment of the values of road and property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Dent and Phelps Railroad Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	MILES.				TOTALS.	
		Number of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Value in subdivision.	Value in county.
Dent.....	Norman.....	1.75	\$1,000 00	.....	\$1,750 00	.....	\$1,750 00
	Short Bend.....	.50	1,000 00	\$500 00	.....	\$500 00	.....
Phelps.....		1.25	1,000 00	1,250 00	.....	1,250 00	.....
		2.125	1,000 00	.....	2,125 00	.....	2,125 00
Total.....				.....	.....	.....	\$3,875 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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#### HANNIBAL AND ST. JOSEPH RAILROAD COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Hannibal and St. Joseph Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company, and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:





## HANNIBAL AND ST. JOSEPH RAILROAD COMPANY—Continued.

County.	Township.	Cities and towns.	MILES.			BUILDINGS.			TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in sub-division.	Valuation in county.	Value in subdivision.	Value in county.
Macon.....		Callao.....	.52	\$10,939 32 3	\$5,688 44	.....	\$900 00	.....	\$6,588 44	.....
		New Cambria...	.60	10,939 32 3	6,563 59	.....	700 00	.....	7,363 59	.....
	Linn.....		27.76	10,939 32 3	\$303,675 62	\$11,000 00	.....	.....	.....	\$314,675 62
		Bucklin.....	4.75	10,939 32 3	51,961 79	.....	400 00	.....	52,361 79	.....
		Yellow Creek...	4.00	10,939 32 3	43,757 30	.....	300 00	.....	44,057 30	.....
		Brookfield.....	6.25	10,939 32 3	68,370 77	.....	10,000 00	.....	78,370 77	.....
Livingston ..		Jefferson.....	6.26	10,939 32 3	68,480 16	.....	200 00	.....	68,680 16	.....
		Parson's Creek	6.50	10,939 32 3	71,105 60	.....	100 00	.....	71,205 60	.....
		Bucklin.....	.37	10,939 32 3	4,047 54	.....	400 00	.....	4,447 54	.....
		Brookfield.....	1 05	10,939 32 3	11,486 28	.....	10,000 00	.....	21,486 28	.....
		Laclede.....	.50	10,939 32 3	5,469 66	.....	200 00	.....	5,669 66	.....
			23 62	10,939 32 3	.....	258,386 82	.....	4,900 00	.....	263,286 82
Caldwell .....		Wheeling.....	3 28	10,939 32 3	35,880 97	.....	500 00	.....	36,380 97	.....
		Chillicothe.....	9.82	10,939 32 3	107,424 15	.....	1,500 00	.....	108,924 15	.....
		Green.....	3 96	10,939 32 3	43,319 75	.....	2,000 00	.....	45,319 75	.....
		Morrisville.....	6.56	10,939 32 3	71,761 95	.....	900 00	.....	72,661 95	.....
		Chillicothe.....	1.33	10,939 32 3	14,549 30	.....	900 00	.....	15,449 30	.....
		Utica.....	1 05	10,939 32 3	11,486 28	.....	800 00	.....	12,286 28	.....
Clinton.....			25.80	10,939 32 3	.....	282,234 55	.....	4,400 00	.....	286,634 55
		Breckenridge ..	7.00	10,939 32 3	76,575 26	.....	600 00	.....	77,175 26	.....
		Gomar.....	6.80	10,939 32 3	74,887 39	.....	1,300 00	.....	75,687 39	.....
		Hamilton.....	6.00	10,939 32 3	65,635 95	.....	1,000 00	.....	66,635 95	.....
		Kidder.....	6.00	10,939 32 3	65,635 95	.....	1,500 00	.....	67,135 95	.....
		Breckenridge ..	.70	10,939 32 3	7,657 52	.....	600 00	.....	8,257 52	.....
Livingston ..		Hamilton.....	1.08	10,939 32 3	1,969 07	.....	1,000 00	.....	2,969 07	.....
			34.54	10,939 32 3	.....	377,844 25	.....	5,900 00	.....	383,744 25
		Shoal.....	13 91	10,939 32 3	152,165 99	.....	4,100 00	.....	156,265 99	.....
		Platte.....	1.69	10,939 32 3	18,487 45	.....	.....	.....	18,487 45	.....
		Lathrop.....	7.00	10,939 32 3	76,575 26	.....	.....	.....	76,575 26	.....
		Lafayette.....	6.94	10,939 32 3	75,918 92	.....	.....	.....	75,918 92	.....
Livingston ..		Jackson.....	5.00	10,939 32 3	54,696 63	.....	1,800 00	.....	56,496 63	.....



[illegible]

## ITEMIZED STATEMENT.

Length of road in State of Missouri, miles.....	291 68
ROLLING STOCK.	
78 locomotives, at \$3,750.....	\$292,500 00
34 passenger cars, at \$2,250.....	76,500 00
*6 Pullman cars, at \$7,500.....	17,566 90
1 pay car.....	1,200 00
5 post office cars, at \$1,000.....	5,000 00
11 baggage cars, at \$1,000.....	11,000 00
37 caboose cars, at \$500.....	18,500 00
377 flat and coal cars, at \$200.....	75,400 00
1061 grain and combination cars, at \$300.....	316,300 00
105 stock cars, at \$250.....	26,250 00
2 wrecking cars, at \$1,000.....	2,000 00
61 dump cars, at \$65.....	3,965 00
58 hand cars, at \$20.....	1,160 00
1 other car (directors' car).....	10,000 00
Total.....	\$857,341 90
291 68 miles road-bed and superstructure, at \$8,000 per mile.....	2,333,440 00
Total.....	\$3,190,781 90
Buildings on right of way.....	118,050 00
Total.....	\$3,308,831 90
Road-bed, per mile.....	\$8,000 00
Rolling stock, per mile.....	2,939 32.3
Total, per mile.....	\$10,939 32.3
*Of Pullman cars: 3 are used in Atchison and Toledo run, which is a total length of 699 miles, of which 235 are in Missouri. Proportion in Missouri.....	\$7,240 50
3 are used in Kansas City and Chicago run, with a total length of 488 miles, of which 224 are in Missouri. Proportion in Missouri.....	10,326 40
Total.....	\$17,566 90

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted by reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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## IOWA SOUTHERN AND MISSOURI NORTHERN RAILROAD.

(Operated by Chicago, Rock Island & Pacific Railroad Company.)

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Iowa Southern and Missouri Northern Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, and as a just and proper assignment of the values of road and property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Iowa Southern and Missouri Northern Railroad Company, (operated by the Chicago, Rock Island and Pacific Railroad Company), on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.				BUILDINGS.		TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Val. in subdiv.	Val. in county.	Value in subdivision.	Value in county.
Mercer	Marion.....	.....	27.31	\$6,000 00	\$53,820 00	\$163,860 00	\$250 00	\$1,200	\$51,070 00	\$165,000 00
	Morgan.....	.....	8.97	6,000 00	53,160 00	.....	430 00	.....	56,610 00	.....
	Washington.....	.....	9.36	6,000 00	53,880 00	.....	500 00	.....	54,380 00	.....
	Princeton.....	.....	1.00	6,000 00	6,000 00	.....	400 00	.....	6,400 00	.....
	.....	.....	27.01	6,000 00	.....	162,060 00	.....	2,000	.....	164,060 00
Grundy	Franklin.....	.....	4.21	6,000 00	25,260 00	.....	500 00	.....	25,760 00	.....
	Lincola.....	.....	6.30	6,000 00	37,800 00	.....	500 00	.....	38,300 00	.....
	Prenon.....	.....	6.54	6,000 00	39,240 00	.....	800 00	.....	40,040 00	.....
	Jackson.....	.....	1.94	6,000 00	11,640 00	.....	.....	.....	11,640 00	.....
	Jefferson.....	.....	8.02	6,000 00	48,120 00	.....	200 00	.....	48,320 00	.....
Davies	Prenon.....	.....	1.06	6,000 00	6,320 00	.....	800 00	.....	7,120 00	.....
	Jamesport.....	.....	28.57	6,000 00	.....	171,420 00	.....	1,400	.....	172,820 00
	Jackson.....	.....	4.96	6,000 00	29,760 00	.....	500 00	.....	30,260 00	.....
	Union.....	.....	1.67	6,000 00	10,020 00	.....	500 00	.....	10,520 00	.....
	Liberty.....	.....	6.70	6,000 00	40,200 00	.....	400 00	.....	40,600 00	.....
DeKalb	Jefferson.....	.....	6.45	6,000 00	38,700 00	.....	.....	.....	38,700 00	.....
	Colfax.....	.....	2.35	6,000 00	14,100 00	.....	.....	.....	14,100 00	.....
	.....	.....	6.44	6,000 00	38,640 00	.....	.....	.....	38,640 00	.....
	Grand River.....	.....	4.77	6,000 00	.....	28,620 00	.....	.....	.....	28,620 00
	.....	.....	4.77	6,000 00	28,620 00	.....	.....	.....	28,620 00	.....
Clinton	Shoal.....	.....	28.09	6,000 00	.....	168,540 00	.....	2,400	.....	170,940 00
	Plate.....	.....	6.94	6,000 00	41,640 00	.....	1,100 00	.....	42,740 00	.....
	Concord.....	.....	6.72	6,000 00	40,320 00	.....	400 00	.....	40,720 00	.....
	Atchison.....	.....	6.35	6,000 00	38,100 00	.....	500 00	.....	38,600 00	.....
	Hardin.....	.....	4.83	6,000 00	28,980 00	.....	.....	.....	28,980 00	.....
Plattsburg	.....	.....	3.25	6,000 00	19,500 00	.....	400 00	.....	19,900 00	.....
	.....	.....	.08	6,000 00	480 00	.....	400 00	.....	880 00	.....

Cameron.....	1.04	\$6,000 00	\$6,240 00	\$1,100 .....	\$7,340 00
Platte.....	23.91	6,000 00	..	\$1,300 .....	\$144,760 00
Ridgley.....	4.96	6,000 00	29,760 00	500 .....	30,260 00
Camden.....	5.32	6,000 00	31,920 00	400 .....	82,320 00
Fair.....	9.33	6,000 00	55,980 00	400 .....	56,380 00
Lee.....	4.30	6,000 00	25,800 00	..	25,800 00
Total.....	..	..	..	..	\$846,260 00

## RECAPITULATION:

139.66 miles road-bed, at \$6,000 per mile .....	\$837,960 00
Buildings on right of way .....	8,300 00
<b>Total.....</b>	<b>\$846,260 00</b>



Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which last motion was, by the Board, unanimously adopted.

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### JOPLIN RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Joplin Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:



Aggregate and detail description and valuation of property in the State of Missouri, owned by the Joplin Railroad Company, (operated by the St. Louis and San Francisco Railway Company), on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	MILES.				BUILDINGS.		TOTALS.	
		No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in subdivision.	Valuation in county.	Value in subdivision.	Value in county.
Jasper.....	Jasper.....	17.92	\$4,287 31	.....	\$76,828 60	.....	\$2,000 00	.....	\$78,828 60
	Jasper.....	5.20	4,287 31	\$22,294 02	.....	.....	.....	\$22,294 02	.....
	Twin Grove.....	7.40	4,287 31	31,726 09	.....	.....	.....	31,726 09	.....
	Galena.....	5.32	4,287 31	22,808 49	.....	\$2,000 00	.....	24,808 49	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	\$78,828 60

## ITEMIZED STATEMENT.

2 locomotives, at \$2,000.....	\$4,000 00
2 passenger cars, at \$1,500.....	3,000 00
1 baggage car, at \$800.....	800 00
1 caboose car, at \$600.....	600 00
3 flat and coal cars, at \$600.....	1,800 00
5 hand cars, at \$20.....	100 00
Total rolling stock on whole line.....	\$10,300 00
Proportion of rolling stock in Missouri.....	\$5,148 60
17.92 miles road-bed and superstructure in Missouri, at \$4,000 per mile.....	71,680 00
Buildings on right of way.....	2,000 00
Total.....	\$78,828 60
Length of road in Missouri, miles.....	17.92
Length of road in Kansas, miles.....	17.93

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### KANSAS CITY, FORT SCOTT AND GULF RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Kansas City, Fort Scott and Gulf Railroad Company on the first day of August, 1879, and to assign the values of said road to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company, and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:



## ITEMIZED STATEMENT.

Main line in the State of Missouri, miles .....	2 06	.....
Main line out of State of Missouri, miles.....	158.60	.....
Total length of road, miles.....	160.66	.....
2.06 miles of road-bed, at \$12,500 per mile .....		\$25,750 00
ROLLING STOCK.		
23 locomotives, at \$4,250.....	\$97,750 00	.....
10 passenger cars, at \$2,250.....	22,500 00	.....
1 pay car, at \$2,500.....	2,500 00	.....
3 post office cars, at \$1,500.....	4,500 00	.....
3 baggage cars, at \$1,500.....	4,500 00	.....
11 caboose cars, at \$400 .....	4,400 00	.....
412 flat and coal cars, at \$250.....	103,000 00	.....
337 grain and combination cars, at \$300.....	101,100 00	.....
33 hand cars, at \$30.....	990 00	.....
30 rubble cars, at \$30.....	900 00	.....
Total.....	\$342,140 00	.....
Proportion of rolling stock in Missouri.....	4,386 95	.....
Miscellaneous property.....	166 25	.....
Total.....	\$30,303 20	.....
Buildings on right of way.....	1,200 00	.....
Grand total.....	\$31,503 20	.....
Road-bed and superstructure, per mile.....	\$12,500 00	.....
Rolling stock and distributable property, per mile.....	2,210 29	.....
Total, per mile.....	\$14,710 29	.....

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that the motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### KANSAS CITY, TOPEKA AND WESTERN RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Kansas City, Topeka and Western Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of said road and property aforesaid, to wit:





## ITEMIZED STATEMENT.

1.50 miles road-bed and superstructure in Missouri, at \$13,784.66 per mile.....	.....	\$20,677 00
ROLLING STOCK ON WHOLE LINE.		
103 locomotives, at \$4,000.....	\$412,000 00	
61 passenger cars, at \$2,000.....	122,000 00	
25 baggage cars, at \$900.....	22,500 00	
2 pay cars, at \$700.....	1,400 00	
35 caboose cars, at \$500.....	17,500 00	
2 wrecking cars, at \$300.....	600 00	
1,009 box cars, at \$275.....	277,475 00	
517 stock and combination cars at \$250.....	129,250 00	
579 coal cars, at \$200.....	115,800 00	
401 flat cars, at \$200.....	80,200 00	
163 hand cars, at \$25.....	4,075 00	
Total rolling stock on whole line, 1,212 miles.....	\$1,182,800 00	
Proportion of rolling stock distributable in Missouri.....	.....	\$1,463 00
Buildings on right of way in Missouri.....	.....	5,000 00
Total.....	.....	\$27,140 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that the motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### KANSAS PACIFIC RAILWAY.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Kansas Pacific Railway Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company, and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Kansas Pacific Railway Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

[illegible]

## ITEMIZED STATEMENT.

93 locomotives, at \$4,250.....	\$395,250 00
43 passenger cars, at \$2,500.....	107,500 00
7 Pullman palace cars, at \$5,000.....	35,000 00
7 mail and express cars, at \$1,000.....	7,000 00
11 baggage cars, at \$1,000.....	11,000 00
41 caboose cars, at \$450.....	18,000 00
414 flat and coal cars, at \$175.....	72,000 00
299 grain and combination cars, at \$300.....	89,000 00
500 box cars, at \$275.....	137,500 00
126 stock cars, at \$250.....	31,500 00
11 wrecking cars, at \$750.....	8,250 00
187 hand cars, at \$25.....	4,675 00
12 boarding cars, at \$250.....	3,000 00
4 official cars, at \$2,000.....	8,000 00
19 snow plows, at \$100.....	1,900 00
Total rolling stock on whole line, 772 miles.....	\$931,175 00
Proportion of rolling stock in Missouri assessed to one mile.....	\$1,206 18 5

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered ; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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#### KANSAS CITY, ST. JOSEPH AND COUNCIL BLUFFS RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Kansas City, St. Joseph and Council Bluffs Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law ; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company at the date and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to-wit:



Aggregate and detail description and valuation of property in the State of Missouri, owned by the Kansas City, St. Joseph and Council Bluffs Railroad Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns	MILES.			BUILDINGS.			TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in subdivision.	Valuation in county.	Value in Subdivision.	Value in County.
Jackson.	Kaw		.14	\$10,213 96		\$1,429 94		\$2,040 00	\$3,469 94	\$3,469 94
			.14	10,213 96	\$1,429 94			\$2,040 00		
	Kansas City		.14	10,213 96	1,429 94			2,040 00	3,469 94	35,306 07
Clay.	Gallatin.		3.30	10,213 96	33,706 07			1,600 00	35,306 07	
			3.30	10,213 96				1,600 00		
	Marshall		39.06	10,213 96	71,497 72	398,957 28		5,200 00	72,297 72	404,157 28
Platte.	Weston		7.00	10,213 96	71,497 72			800 00	72,297 72	
	Lee		9.00	10,213 96	91,925 64			1,000 00	92,725 64	
	Pettis		16.06	10,213 96	163,036 20			2,600 00	165,636 20	
Buchanan.	Weston.		1.35	10,213 96	13,788 85			1,000 00	14,788 85	
	Parkville.		.30	10,213 96	306 42				306 42	
	Rush		29.22	10,213 96	298,451 92			28,200 00	326,651 92	
Andrew.	Wayne		10.50	10,213 96	107,246 58			7,850 00	115,096 58	
	Washington		8.50	10,213 96	86,818 66			7,850 00	94,668 66	
	St Joseph.		10.22	10,213 96	104,386 68			12,500 00	116,886 68	
Holt.	Jefferson		2.79	10,213 96	27,496 95			12,500 00	39,996 95	
	Lincoln.		29.70	10,213 96	303,354 61			5,000 00	308,354 61	
	Nodaway		3.00	10,213 96	30,641 88				30,641 88	
Holt.	Benton.		9.00	10,213 96	91,925 64			800 00	92,725 64	
	Washington		5.70	10,213 96	58,219 57			2,200 00	60,419 57	
	Savannah		6.00	10,213 96	61,283 76			2,200 00	63,483 76	
Holt.	Forbes		23	10,213 96	234,342 21			125 00	234,467 21	
	Lewis		38.01	10,213 96	388,232 62			2,400 00	390,632 62	
	Bigelow		8.74	10,213 96	89,270 04			600 00	89,870 04	
Union.	Union		9.58	10,213 96	97,849 74			450 00	98,299 74	
			7.79	10,213 96	79,566 75			300 00	79,866 75	
			7.19	10,213 96	73,438 37			450 00	73,888 37	



Lincoln.....	4.71	10, 213 96	48, 107 75	.....	600 00	.....	48, 707 75
Corning.....	.30	10, 213 96	3, 064 19	.....	600 00	.....	3, 064 19
Foust.....	.50	10, 213 96	5, 106 98	.....	600 00	.....	5, 706 98
Bigelow.....	.34	10, 213 96	3, 472 75	.....	300 00	.....	3, 772 75
Craig.....	.32	10, 213 96	3, 268 47	.....	900 00	.....	4, 168 47
Atchison .....	24.74	10, 213 96	252, 693 37	.....	2, 000 00	.....	254, 693 37
Clark.....	4.00	10, 213 96	40, 855 84	.....	400 00	.....	41, 255 84
Benton.....	5.74	10, 213 96	58, 628 13	.....	800 00	.....	58, 628 13
Templeton.....	5.00	10, 213 96	51, 069 80	.....	800 00	.....	51, 869 80
Nishnebotne.....	5.00	10, 213 96	51, 069 80	.....	800 00	.....	51, 869 80
Buchanan.....	5.00	10, 213 96	51, 069 80	.....	800 00	.....	51, 069 80
Phelps.....	.50	10, 213 96	5, 106 98	.....	800 00	.....	5, 906 98
Watson.....	.50	10, 213 96	5, 106 98	.....	800 00	.....	5, 906 98
Nodaway.....	33.71	10, 213 96	344, 312 59	.....	2, 100 00	.....	346, 412 59
Grant.....	5.00	10, 213 96	51, 069 80	.....	400 00	.....	51, 469 80
White Cloud.....	5.00	10, 213 96	51, 069 80	.....	200 00	.....	51, 269 80
Polk.....	11.71	10, 213 96	119, 605 47	.....	200 00	.....	119, 805 47
Union.....	6.00	10, 213 96	61, 283 76	.....	500 00	.....	61, 783 76
Hopkins.....	6.00	10, 213 96	61, 283 76	.....	800 00	.....	62, 083 76
Barnard.....	5.00	10, 213 96	51, 069 80	.....	.....	.....	51, 069 80
Maryville.....	1.00	10, 213 96	10, 213 96	.....	500 00	.....	10, 713 96
Pickering.....	.25	10, 213 96	2, 553 49	.....	.....	.....	2, 553 49
Hopkins.....	5.10	10, 213 96	51, 171 94	.....	800 00	.....	51, 971 94
Total.....	.....	.....	.....	.....	.....	.....	\$2,069,678 40

## ITEMIZED STATEMENT.

197.88 miles road-bed and superstructure, at \$8,000 per mile.....	.....	.....	\$1,583,040 00
197.88 miles road-bed and distributable property, at \$10,213.96 per mile.....	.....	.....	\$2,021,138 40
30 locomotives, at \$4,250.....	\$127,500 00	.....	.....
18 passenger cars, at \$2,800.....	50,400 00	.....	.....
1 pay car, at \$6,000.....	6,000 00	.....	.....
4 post office cars, at \$2,200.....	8,800 00	.....	.....
7 baggage cars, at \$1,500.....	10,500 00	.....	.....
14 caboose cars, at \$600.....	8,400 00	.....	.....
164 flat and coal cars, at \$250.....	41,000 00	.....	.....
775 grain and combination cars, at \$325.....	251,875 00	.....	.....
22 stock cars, at \$250.....	5,500 00	.....	.....
1 wrecking car, at \$950.....	950 00	.....	.....
100 hand and push cars, at \$30.....	3,000 00	.....	.....
1 steam pile driver at \$1,725.....	1,725 00	.....	.....
1 dining car, at \$5,000.....	5,000 00	.....	.....
Total rolling stock on whole line.....	\$520,650 00	.....	.....
Proportion of rolling stock assessable in Missouri.....	.....	.....	408,710 00
Proportion of miscellaneous property in Missouri.....	.....	.....	19,557 40
Buildings on right of way.....	.....	.....	48,540 00
*Pullman palace cars, proportion in Missouri.....	.....	.....	9,831 00
Total.....	.....	.....	\$2,069,678 40
*The Pullman palace cars are by the Board assessed at \$7,500 each; three of said cars travel a distance of 474 miles from St. Louis, Mo., to Omaha, Nebraska, 145 miles of which is over this road in Missouri, making the proportion in Missouri, for three cars.....			
\$6,883 00			
Two of said cars travel a distance of 407 miles from Galesburg, Illinois, to Topeka, Kansas, 80 of which is over this road in Missouri, making the proportion in Missouri, for two cars.....			
2,948 00			
Total.....	.....	.....	\$9,831 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### KANSAS CITY AND EASTERN RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Kansas City and Eastern Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Kansas City and Eastern (Missouri Pacific Railway Company, lessees) Railway Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.			BUILDINGS.			TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in subdivision.	Valuation in county.	Value in subdivision.	Value in county.
Jackson.....	Kaw.....	.....	29.15	\$5, 105 00	.....	.....	.....	\$700 00	.....	\$149, 510 75
	Blue.....	.....	5.69	5, 105 00	\$29, 047 45	.....	.....	.....	\$29, 047 45	.....
	.....	.....	12.16	5, 105 00	62, 076 80	.....	\$400 00	.....	62, 476 80	.....
	Ft. Osage.....	.....	11.30	5, 105 00	57, 686 50	.....	300 00	.....	57, 986 50	.....
	.....	.....	2.17	5, 105 00	11, 077 85	.....	.....	.....	11, 077 85	.....
Lafayette.....	.....	.....	1.38	5, 105 00	7, 044 90	.....	400 00	.....	7, 444 90	.....
	.....	.....	13.85	5, 105 00	.....	70, 704 25	.....	430 00	.....	71, 134 25
	Clay.....	.....	8.82	5, 105 00	45, 026 10	.....	230 00	.....	45, 256 10	.....
	Lexington.....	.....	5.03	5, 105 00	25, 678 15	.....	200 00	.....	25, 878 15	.....
	.....	.....	.85	5, 105 00	4, 339 25	.....	200 00	.....	4, 539 25	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$220, 645 00

## ITEMIZED STATEMENT.

43 miles road-bed, at \$4,500 per mile. ....		\$193,500 00
ROLLING STOCK.		
4 locomotives, at \$2,000.....	\$8,000 00	
1 locomotive, at \$1,200.....	1,200 00	
5 passenger cars, at \$750.....	3,750 00	
15 box cars, at \$200.....	3,000 00	
8 stock cars, at \$100.....	800 00	
101 flat and coal cars, at \$90.....	9,090 00	
7 hand cars, at \$25.....	175 00	
	26,015 00	
Total distributable property and road-bed.....		\$219,515 00
Buildings on right of way.....		1,130 00
Total.....		\$220,645 00
Road-bed and superstructure, per mile.....	\$4,500 00	
Rolling stock, per mile....	605 00	
Total, per mile.....	\$5,105 00	



Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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#### KANSAS CITY, ST. LOUIS AND CHICAGO RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Kansas City, St. Louis and Chicago Railroad Company, (Chicago and Alton Railroad Company, lessees thereof), on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered the evidence in regard to such property, as well as the like property of other railroads in this State, and also the reports of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:



Aggregate and detail description and valuation of property in the State of Missouri, owned by the Kansas City, St. Louis and Chicago Railroad Company, (Chicago and Alton Railroad Company, lessees thereof), on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.			BUILDINGS.			TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in sub-division.	Valuation in county.	Value in subdivision.	Value in county.
Audrain.....	Salt River.....	.....	16.954	\$9,311 21.9	.....	\$157,862 41	.....	.....	\$48,474 08	\$157,862 41
	Wilson.....	.....	4.669	9,311 21.9	\$7,552 89	.....	.....	.....	67,552 89	.....
	Saling.....	.....	7.255	9,311 21.9	46,835 44	.....	.....	.....	46,835 44	.....
	Mexico.....	.....	5.030	9,311 21.9	11,545 91	.....	.....	.....	11,545 91	.....
	Centralia.....	.....	6.984	9,311 21.9	49,898 82	65,029 55	620 00	620 00	50,518 82	65,649 55
Boone.....	Bourbon.....	.....	5.359	9,311 21.9	16,130 75	.....	.....	.....	15,130 73	.....
	Prairie.....	.....	1.625	9,311 21.9	95,700 71	.....	770 00	790 00	96,470 71	.....
	Monteau.....	.....	17.859	9,311 21.9	67,096 64	.....	20 00	.....	67,116 64	.....
	Silver Creek.....	.....	10.278	9,311 21.9	3,491 71	.....	20 00	.....	3,491 71	.....
	Higbee.....	.....	7.206	9,311 21.9	986 98	.....	.....	.....	1,006 98	.....
Howard.....	Prairie.....	.....	14.523	9,311 21.9	89,350 45	135,226 83	2,260 00	2,260 00	90,840 45	137,486 83
	Charlton.....	.....	9.596	9,311 21.9	45,876 38	.....	1,490 00	.....	46,646 38	.....
	Glasgow.....	.....	4.927	9,311 21.9	9,059 81	.....	770 00	.....	9,829 81	.....
	Cambridge.....	.....	.973	9,311 21.9	124,779 65	301,349 79	.....	4,110 00	125,999 65	365,459 79
	Clay.....	.....	38.808	9,311 21.9	16,871 93	.....	1,220 00	.....	16,871 93	.....
Saline.....	Marshall.....	.....	13.401	9,311 21.9	113,103 38	.....	.....	.....	7,914 53	.....
	Edwood.....	.....	1.812	9,311 21.9	98,680 30	.....	1,490 00	.....	114,503 38	.....
	Middleton.....	.....	12.147	9,311 21.9	9,460 19	341,852 09	200 00	3,440 00	100,080 30	.....
	Dover.....	.....	10.598	9,311 21.9	59,666 29	.....	550 00	.....	60,216 29	.....
	Davis.....	.....	1.016	9,311 21.9	53,027 40	.....	400 00	.....	53,427 40	.....
Latayette.....	.....	.....	36.714	9,311 21.9	40,485 19	.....	650 00	.....	41,035 19	.....
	.....	.....	6.408	9,311 21.9	.....	.....	.....	.....	.....	.....
	.....	.....	5.695	9,311 21.9	.....	.....	.....	.....	.....	.....
	.....	.....	4.348	9,311 21.9	.....	.....	.....	.....	.....	.....



## ITEMIZED STATEMENT.

162.844 miles road-bed, at \$7,500 per mile.....		\$1,221,330 00
ROLLING STOCK.		
40 locomotives, at \$5,000 .....	\$200,000 00	
2 dining cars, at \$3,000 .....	6,000 00	
8 passenger cars, at \$2,700 .....	21,600 00	
2 chair cars, at \$3,750 .....	7,500 00	
5 baggage and express cars, at \$500.....	2,500 00	
340 box cars, at \$300 .....	102,000 00	
100 stock cars, at \$250 .....	25,000 00	
100 hand cars, at \$25 .....	2,500 00	
66 platform cars, at \$250 .....	16,500 00	
61 rubble and other cars, at \$25 .....	1,525 00	
Miscellaneous property.....	3,800 00	
*Total rolling stock and miscellaneous property.....	\$388,925 00	
Proportion of rolling stock, distributed to Kansas City, St. Louis & Chicago Railroad Company, on 162.844 miles ..		294,946 14
Total .....		\$1,516,276 14
Buildings on right of way.....		15,650 00
Total.....		\$1,531,926 14
Road bed, per mile.....	\$7,500 00	
Rolling stock, per mile.....	1,811 21.9	
Total, per mile.....	\$9,311 21.9	

\*This rolling stock is distributed over the Kansas City, St. Louis and Chicago Railroad, from Kansas City to Mexico, Mo., a distance of 162.844 miles, and over the Louisiana and Missouri River Railroad, from Mexico, Mo., to Louisiana, Mo., a distance of 51.887 miles, making a total distance of 214.731 miles.

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### LEXINGTON AND ST. LOUIS RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Lexington and St. Louis Railroad Company, on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company, and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of the road and property aforesaid, and which property is hereby assessed to the Missouri Pacific Railroad Company, lessees thereof, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Lexington and St. Louis Railroad Company, (assessed to the Missouri Pacific Railroad Company), on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.			BUILDINGS.		TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in subdivision.	Value in subdivision.	Value in county.
Pettis.....	No. 3.....	.....	20.00	\$4,000 00	.....	\$80,000 00	.....	.....	\$81,700 00
	No. 4.....	.....	10.00	4,000 00	\$40,000 00	.....	.....	\$41,700 00	.....
	No. 6.....	.....	1.00	4,000 00	4,000 00	.....	\$1,700 00	4,000 00	.....
	No. 7.....	.....	7.00	4,000 00	28,000 00	.....	.....	28,000 00	.....
Saline.....	No. 10.....	.....	2.00	4,000 00	8,000 00	.....	.....	8,000 00	.....
	.....	.....	7.00	4,000 00	.....	28,000 00	.....	.....	29,985 00
	Salt Pond.....	.....	7.00	4,000 00	28,000 00	.....	1,985 00	29,985 00	.....
Lafayette.....	Brownsville..	.....	.50	4,000 00	2,000 00	.....	900 00	2,900 00	.....
	.....	.....	28.25	4,000 00	.....	113,000 00	.....	.....	118,300 00
	Freedom.....	.....	12.50	4,000 00	50,000 00	.....	1,700 00	51,700 00	.....
	Davis.....	.....	4.50	4,000 00	18,000 00	.....	700 00	18,700 00	.....
	Dover.....	.....	4.00	4,000 00	16,000 00	.....	1,000 00	17,000 00	.....
Total.....	Lexington.....	.....	7.25	4,000 00	29,000 00	.....	1,900 00	30,900 00	.....
	.....	.....	.25	4,000 00	1,000 00	.....	700 00	1,700 00	.....
									\$229,985 00

## RECAPITULATION.

53.25 miles road-bed and superstructure, at \$4,000 per mile.....	\$221,000 00
Buildings on right of way.....	8,985 00
Total.....	\$229,985 00



Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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#### LITTLE RIVER VALLEY AND ARKANSAS RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Little River Valley and Arkansas Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table, as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:



Aggregate and detail description and valuation of property in the State of Missouri, owned by the Little River Valley and Arkansas Railroad Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.				TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Value in subdivision.	Value in county.
New Madrid.....	New Madrid.....	.....	26.00	\$2,250 37	.....	\$58,509 62	.....	\$58,509 62
			26.00	2,250 37	.....	.....	\$58,509 62	.....
			.25	2,250 37	562 59	.....	562 59	.....
Dunklin.....	New Madrid.....	New Madrid.....	1.00	2,250 37	.....	2,250 38	.....	2,250 38
			1.00	2,250 37	2,250 38	.....	2,250 38	.....
Total.....	Cotton Hill.....	.....	.....	.....	.....	.....	.....	.....
			.....	.....	.....	.....	.....	\$60,760 00

## RECAPITULATION.

27 miles road-bed and superstructure, at \$2,000 per mile.....	\$54,000 00
Rolling stock, at \$250.37 per mile.....	6,760 00
Total.....	\$60,760 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### LOUISIANA AND MISSOURI RIVER RAILWAY.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Louisiana and Missouri River Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, and which property is hereby assessed to the Chicago and Alton Railroad Company, lessees thereof, to-wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Louisiana and Missouri River Railroad Company, (Chicago and Alton Railroad Company, lessees thereof), on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

[illegible]

## ITEMIZED STATEMENT.

51.887 miles of road-bed, at \$7,500 per mile.....		\$389,152 50
ROLLING STOCK.		
40 locomotives, at \$5,000.....	\$200,000 00	.....
2 dining cars, at \$3,000.....	6,000 00	.....
8 passenger cars, at \$2,700.....	21,600 00	.....
2 chair cars, at \$3,750.....	7,500 00	.....
5 baggage and express cars, at \$500.....	2,500 00	.....
340 box cars, at \$300.....	102,000 00	.....
100 stock cars, at \$250.....	25,000 00	.....
100 hand cars, at \$25.....	2,500 00	.....
66 platform cars, at \$250.....	16,500 00	.....
61 rubble and other cars, at \$25.....	1,525 00	.....
Miscellaneous property.....	3,800 00	.....
* Total rolling stock and miscellaneous property.....	\$388,925 00	.....
Proportion of rolling stock distributed to Louisiana and Missouri River Railroad on 51.887 miles.....		93,978 72
Total.....		\$483,131 22
Buildings on right of way.....		10,085 00
Total.....		\$493,216 22
Road-bed, per mile.....	\$7,500 00	.....
Rolling stock, per mile.....	1,811 21.9	.....
Total, per mile.....	\$9,311 21.9	.....

\* This rolling stock is distributed over the K. C., St. L. and C. R. R., from Kansas City, Mo., to Mexico, Mo., a distance of 162.844 miles, and over the Louisiana and Missouri River Railroad from Mexico, Mo., to Louisiana, Mo., a distance of 51.887 miles, making a total distance of 214.731 miles.

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered ; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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#### LOUISIANA AND MISSOURI RIVER RAILROAD—(SOUTH BRANCH.)

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Louisiana and Missouri River (South Branch) Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to the counties and municipal divisions thereof, as provided by law ; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table, as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of values of road and property aforesaid, to-wit :







## RECAPITULATION.

49,366 miles of road bed, at \$3,250 per mile.....	.....	\$160,439 50
ROLLING STOCK.		
1 locomotive.....	\$5,000 00	
2 passenger cars, at \$2,700.....	5,400 00	
1 mail, express and baggage car.....	500 00	
20 box cars, at \$200.....	4,000 00	
10 stock cars, at \$200.....	2,000 00	
10 platform cars, at \$150.....	1,500 00	
7 hand cars, at \$25.....	175 00	
7 rubble cars, at \$25.....	175 00	18,750 00
Total.....	.....	\$179,189 50
Buildings on right of way.....	.....	2,440 00
Total.....	.....	\$181,629 50
Road-bed, per mile.....	\$3,250 00	
Rolling stock, per mile.....	379 81.5	
Total.....	\$3,629 81.5	

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### MISSOURI PACIFIC RAILWAY COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Pacific Railway Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Missouri Pacific Railway Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities & towns	MILES.			BUILDINGS.			TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Val. in subdiv'n.	Val. in county.	Value in subdivision.	Value in county.
St. Louis City .. Carondelet Br.. Main line.....	(New limits) (New limits) (Old limits)....	.....	2.81	\$10,004 02	\$28,111 28	\$137,104 53	.....	\$52,950 00	\$28,111 28	\$190,054 53
			4.56	15,504 02	70,698 33	.....	\$17,650 00	.....	88,348 33	.....
			2.47	15,504 02	38,294 92	.....	35,300 00	.....	73,594 92	.....
			29.49	15,504 02	.....	541,647 46	.....	7,950 00	.....	549,597 46
St. Louis county Carondelet Br.. Main line.....	Carondelet ... Carondelet ... Central ..... Bonhomme ... Meramec.....	.....	8.44	10,004 02	84,433 92	.....	1,900 00	.....	86,333 92	.....
			6.00	15,504 02	93,024 12	.....	300 00	.....	93,324 12	.....
			6.49	15,504 02	100,621 08	.....	1,300 00	.....	101,921 08	.....
			7.00	15,504 02	108,528 14	.....	3,050 00	.....	111,578 14	.....
			10.00	15,504 02	155,040 20	.....	1,400 00	.....	156,440 20	.....
			1.00	15,504 02	15,504 02	.....	1,000 00	.....	16,504 02	.....
			38.50	15,504 02	.....	596,904 77	.....	9,500 00	.....	606,404 77
Franklin .....	Boles ..... St. John..... Boeuf ..... ..... Pacific City .. Washington... New Haven....	.....	13.50	15,504 02	209,304 27	.....	4,750 00	.....	214,054 27	.....
			10.00	15,504 02	155,040 20	.....	3,550 00	.....	158,590 20	.....
			15.00	15,504 02	232,560 30	.....	1,200 00	.....	233,760 30	.....
			.46	15,504 02	7,131 84	.....	3,500 00	.....	10,631 84	.....
			2.60	15,504 02	40,310 45	.....	2,830 00	.....	43,140 45	.....
			1.00	15,504 02	15,504 02	.....	950 00	.....	16,454 02	.....
			16.28	15,504 02	.....	252,405 44	.....	2,150 00	.....	254,555 44
Gasconade .....	Rourk ..... Richland.....	.....	9.50	15,501 02	147,288 19	.....	1,200 00	.....	148,488 19	.....
			6.78	15,501 02	105,117 25	.....	950 00	.....	106,067 25	.....
			1.34	15,504 02	20,775 38	.....	1,000 00	.....	21,775 38	.....
			23.83	15,504 02	.....	369,460 80	.....	1,330 00	.....	370,790 80
Osage .....	Benton..... Linn .....	.....	10.59	15,504 02	164,187 58	.....	1,130 00	.....	165,317 58	.....
			13.24	15,504 02	205,273 22	.....	200 00	.....	205,473 22	.....
			.30	15,501 02	4,651 20	.....	1,000 00	.....	5,651 20	.....
			24.40	15,504 02	.....	378,298 10	.....	7,600 00	.....	385,898 10
Cole .....	Liberty..... Jefferson....	.....	3.50	15,504 02	54,204 09	.....	1,700 00	.....	55,964 09	.....
			12.30	15,501 02	190,699 44	.....	3,900 00	.....	194,599 44	.....

## MISSOURI PACIFIC RAILWAY—Continued.

County.	Township.	Cities & towns	MILES.				BUILDINGS.		TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Val. in subdiv'n.	Val. in county.	Value in subdivision.	Value in county.
Cole.....	Marion.....	Jefferson City	8 60	\$15,504 02	\$133,334 57	.....	\$2,000 00	.....	\$135,334 57	.....
	.....	.....	1.75	15,504 02	27,132 03	.....	3,900 00	.....	31,032 03	.....
	Moniteau.....	.....	24.01	15,504 02	\$372,251 52	\$2,100 00	.....	.....	\$374,351 52	.....
	Walker.....	.....	9.43	15,504 02	146,202 90	.....	900 00	.....	147,102 90	.....
	Moreau.....	.....	6.75	15,504 02	104,652 14	.....	.....	.....	104,652 14	.....
Morgan.....	Willow Fork.	.....	7.83	15,504 02	121,396 48	.....	1,200 00	.....	122,596 48	.....
	.....	California	1.00	15,504 02	15,504 02	.....	900 00	.....	16,404 02	.....
	.....	Gipton..	.92	15,504 02	14,263 69	.....	1,100 00	600 00	15,363 69	.....
	.....	.....	7.30	15,504 02	.....	113,179 34	.....	.....	.....	113,779 34
	T. 45, R. 18 W	.....	4 00	15,504 02	62,016 08	.....	600 00	.....	62,616 08	.....
Cooper.....	T. 45, R. 19 W	.....	3 30	15,504 02	51,163 26	.....	.....	.....	51,163 26	.....
	.....	Syracuse	.....	15,504 02	.....	.....	600 00	1,200 00	600 00	.....
	Lebanon.....	.....	6 52	15,504 02	101,086 22	101,086 22	1,200 00	1,200 00	102,286 22	102,286 22
	.....	Otterville	18	15,504 02	2,790 72	.....	1,200 00	.....	3,990 72	.....
	.....	.....	25.50	15,504 02	.....	395,352 51	.....	12,100 00	.....	407,452 51
Pettis.....	.....	.....	5 50	15,504 02	85,272 11	.....	700 00	.....	85,972 11	.....
	Tp. No. 9.....	.....	7.00	15,504 02	108,528 14	.....	10,000 00	.....	118,528 14	.....
	Tp. No. 10.....	.....	7.00	15,504 02	108,528 14	.....	700 00	.....	109,228 14	.....
	Tp. No. 6.....	.....	6 00	15,504 02	93,024 12	.....	700 00	.....	93,724 12	.....
	Tp. No. 5.....	Sedalia.....	2.00	15,504 02	31,008 04	.....	10,700 00	.....	41,708 04	.....
Johnson .....	.....	.....	37.01	15,504 02	.....	573,303 78	.....	4,200 00	.....	578,003 78
	Washington...	.....	9.00	15,504 02	139,536 18	.....	700 00	.....	140,236 18	.....
	Warrensburg	.....	7 48	15,504 02	115,970 06	.....	1,600 00	.....	117,570 06	.....
	Centerville .....	.....	7 50	15,504 02	116,280 15	.....	700 00	.....	116,980 15	.....
	Madison .....	.....	6.50	15,504 02	100,776 14	.....	700 00	.....	101,476 14	.....
.....	Kingsville.....	.....	6.53	15,504 02	101,241 25	.....	500 00	.....	101,741 25	.....
	Warrensburg.	.....	1 16	15,504 02	17,984 66	.....	1,600 00	.....	19,584 66	.....
	Knob Noster...	.....	.75	15,504 02	11,628 01	.....	700 00	.....	12,328 01	.....
	Holden.....	.....	1.50	15,504 02	23,256 03	.....	700 00	.....	23,956 03	.....
	.....	Kingsville.....	.50	15,504 02	7,752 01	.....	500 00	.....	8,252 01	.....





## ITEMIZED STATEMENT.

Length of road in Missouri, (main line), miles.....	283.37
Length of Carondelet Branch, miles.....	11.25
Length of road in State of Kansas, miles .....	47.00
<b>Total length of road, miles.....</b>	<b>341.62</b>
<b>ROLLING STOCK AND MISCELLANEOUS PROPERTY.</b>	
106 locomotives, at \$4,250 .....	\$450,500 00
51 passenger cars, at \$2,250 .....	114,750 00
17 baggage cars, at \$1,000 .....	17,000 00
5 postal cars, at \$1,000 .....	5,000 00
53 caboose cars, at \$150 .....	7,950 00
6 tool cars, at \$300 .....	1,800 00
8 derrick cars, at \$750 .....	6,000 00
1,483 box cars, at \$300 .....	444,900 00
397 stock cars, at \$250 .....	99,250 00
455 flat and coal cars, at \$250 .....	113,750 00
107 hand cars, at \$25 .....	2,675 00
89 push cars, at \$20 .....	1,780 00
9 Pullman cars, at \$7,500 .....	67,500 00
Miscellaneous property.....	35,000 00
<b>Total rolling stock and miscellaneous property .....</b>	<b>\$1,367,855 00</b>
283.37 miles road-bed and superstructure in this State, at \$11,500 per mile.....	\$3,258,755 00
11.25 miles road-bed, Carondelet Branch, at \$6,000 per mile.....	67,500 00
<b>Total .....</b>	<b>\$3,326,255 00</b>
Proportion of rolling stock and distributable property in Missouri .....	\$1,179,664 36
Buildings on right of way.....	113,130 00
<b>Total .....</b>	<b>1,292,794 36</b>
<b>Total .....</b>	<b>\$4,619,049 36</b>



Road-bed, main line, per mile.....	\$11,500 00
Rolling stock and distributable property, per mile .....	4,004 02
Total, per mile.....	<u>\$15,504 02</u>
Road-bed, Carondelet Branch, per mile.....	\$6,000 00
Rolling stock and distributable property, per mile.....	4,004 02
Total, per mile.....	<u>\$10,004 02</u>

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which last motion was, by the Board, unanimously adopted.

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### MISSOURI, KANSAS AND TEXAS RAILWAY.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Missouri, Kansas and Texas Railway Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of values of road and property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Missouri, Kansas and Texas Railway Company (operated by the Union Trust Company of New York), on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns	MILES.			BUILDINGS			TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in subdivision.	Value in county.	Value in subdivision.	Value in county.
Vernon .....	Cole.....	.....	36.48	\$8,255 30	.....	\$301,153 34	.....	\$1,530 00	.....	\$302,703 34
	Deerfield .....	.....	6.05	8,255 30	\$49,944 57	.....	.....	.....	\$49,944 57	.....
	Center.....	.....	6.16	8,255 30	50,832 65	.....	\$50 00	.....	50,902 65	.....
	Walker.....	.....	5.15	8,255 30	42,514 80	.....	700 00	.....	43,214 80	.....
	Blue Mound.....	.....	7.62	8,255 30	62,905 88	.....	400 00	.....	63,305 88	.....
	Washington.....	.....	.06	8,255 30	495 32	.....	.....	.....	495 32	.....
	Bacon.....	.....	2.23	8,255 30	18,409 32	.....	.....	.....	18,409 32	.....
	.....	.....	9.21	8,255 30	76,031 30	.....	400 00	.....	76,431 30	.....
	.....	Nevada.....	.63	8,255 30	5,200 84	.....	.....	.....	5,200 84	.....
	.....	Walker.....	.85	8,255 30	7,017 01	.....	.....	.....	7,017 01	.....
Bates.....	.....	Schell.....	.52	8,255 30	4,292 76	.....	.....	.....	4,292 76	.....
	.....	.....	5.43	8,255 30	.....	44,825 28	.....	400 00	.....	45,225 28
	Rockville.....	.....	4.00	8,255 30	33,021 20	.....	400 00	.....	33,421 20	.....
	Hudson.....	.....	1.43	8,255 30	11,805 08	.....	.....	.....	11,805 08	.....
	.....	Rockville.....	.62	8,255 30	5,118 29	.....	400 00	.....	5,518 29	.....
St. Clair.....	.....	.....	6.74	8,255 30	.....	55,640 72	.....	400 00	.....	56,040 72
	.....	.....	6.74	8,255 30	55,640 72	.....	400 00	.....	56,040 72	.....
	.....	Appleton.....	.51	8,255 30	1,210 20	305,776 31	.....	2,000 00	.....	307,776 31
Henry.....	.....	Appleton.....	37.04	8,255 30	.....	.....	.....	.....	.....	.....
	Deep Water.....	.....	5.05	8,255 30	41,689 27	.....	400 00	.....	42,089 27	.....
	Bear Creek.....	.....	3.48	8,255 30	28,728 45	.....	.....	.....	28,728 45	.....
	Davis.....	.....	8.24	8,255 30	26,747 17	.....	200 00	.....	26,947 17	.....
	Clinton.....	.....	6.47	8,255 30	53,411 79	.....	500 00	.....	53,911 79	.....
	Field's Creek.....	.....	1.86	8,255 30	15,354 86	.....	.....	.....	15,354 86	.....
	Deer Creek.....	.....	6.42	8,255 30	52,999 02	.....	100 00	.....	53,099 02	.....
	Tebo.....	.....	1.56	8,255 30	12,878 26	.....	400 00	.....	13,278 26	.....
	Windsor.....	.....	8.96	8,255 30	73,907 49	.....	400 00	.....	74,307 49	.....
	.....	Montrose.....	.30	8,255 30	2,476 59	.....	.....	.....	2,476 59	.....



Monroe.....				335, 165 18	2, 100 00	337, 265 18
Union.....	40.60	8, 255 30	6, 604 24			6, 604 24
Marion.....	.80	8, 255 30	83, 778 53		400 00	83, 778 53
Jackson.....	10.10	8, 255 30	115, 574 20		500 00	116, 074 20
Jefferson.....	14.00	8, 255 30	32, 195 67		400 00	32, 595 67
Indian Creek...	3.90	8, 255 30	34, 672 26		400 00	35, 072 26
Monroe.....	4.20	8, 255 30	62, 740 28		400 00	63, 100 28
	7.60	8, 255 30	2, 641 70		400 00	3, 041 70
Madison.....	.32	8, 255 30	5, 613 60		500 00	6, 113 60
Paris.....	.68	8, 255 30	8, 255 30			8, 255 30
Monroe.....	1.00	8, 255 30		118, 050 79	400 00	118, 450 79
Ralls.....	14.30	8, 255 30	2, 476 59			2, 476 59
Saverton.....	.30	8, 255 30	41, 276 50		200 00	41, 476 50
Clay.....	5.00	8, 255 30	74, 297 70		200 00	74, 497 70
Saline.....	9.00	8, 255 30		57, 787 10		57, 787 10
	7.00	8, 255 30	20, 638 25			20, 638 25
Mason.....	2.50	8, 255 30	37, 148 85			37, 148 85
Miller.....	4.50	8, 255 30	16, 675 71			16, 675 71
Hannibal.....	2.02	8, 255 30				
Total.....						\$2,055,711 22



## ITEMIZED STATEMENT.

247.40 miles road-bed and superstructure, at \$7,000 per mile.....	.....	.....	\$1,731,800 00
82 locomotives, at \$4,250.....	.....	\$348,500 00	
28 passenger cars, at \$2,250.....	.....	63,000 00	
4 post office cars, at \$1,000.....	.....	4,000 00	
20 baggage cars, at \$1,000.....	.....	20,000 00	
44 caboose cars, at \$450.....	.....	19,800 00	
375 flat and coal cars, at \$250.....	.....	93,750 00	
737 grain and merchandise cars, at \$300.....	.....	221,100 00	
340 stock cars, at \$250.....	.....	85,000 00	
20 dump cars, at \$100.....	.....	2,000 00	
136 hand cars, at \$25.....	.....	3,400 00	
4 boarding cars, at \$500.....	.....	2,000 00	
1 wrecking car, at \$1,000.....	.....	1,000 00	
1 pay and business car, at \$2,000.....	.....	2,000 00	
1 pile driver car, at \$1,250.....	.....	1,250 00	
1 directors' car, at \$2,000.....	.....	2,000 00	
Total rolling stock on 752.83 miles of road.....	.....	\$868,800 00	
Valuation per mile of road-bed in Missouri.....	\$7,000 00	.....	
Valuation per mile of rolling stock in Missouri.....	1,154 04 5	.....	
Valuation per mile of miscellaneous property in Missouri.....	10 00	.....	
*Valuation per mile of 4 Pullman palace cars in Missouri.....	31 25	.....	
Valuation per mile of 2 Pullman palace cars in Missouri.....	60 05	.....	
Total valuation per mile in Missouri.....	\$8,255 30	.....	
247.40 miles road-bed and other distributable property in Missouri, at \$8,255.30 per mile.....	.....	.....	\$2,042,361 22
Buildings on right of way.....	.....	.....	13,850 00
Total.....	.....	.....	\$2,055,711 22

\*There are 4 Pullman palace cars on the line between St. Louis, Mo., and Houston, Texas, which are valued by the Board at \$7,500 each; total distance, 960 miles; 105 miles of this distance, over the Missouri, Kansas and Texas Railway in the State of Missouri.

There are 2 Pullman palace cars run on the line between Quincy, Illinois, and Fort Scott, Kansas, which are valued by the Board at \$7,500 each; total distance, 272 miles; 250 miles of this distance over Missouri, Kansas and Texas Railway in the State of Missouri.

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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#### MISSOURI, KANSAS AND TEXAS RAILWAY—(OSAGE BRANCH.)

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Missouri, Kansas and Texas (Osage Branch) Railway Company on the first day of August, 1879, and assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the report of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:



## ITEMIZED STATEMENT.

36.18 miles road-bed and superstructure, at \$2,500 per mile.....	.....	.....	\$90,450 00
1 locomotive, at \$3,800.....	.....	.....	.....
1 passenger car, at \$1,800.....	.....	.....	.....
1 baggage car, at \$1,000.....	.....	.....	.....
1 grain and combination car, at \$250.....	.....	.....	.....
8 hand cars, at \$20.....	.....	.....	.....
Total rolling stock.....	.....	\$7,010 00	.....
Proportion of rolling stock in Missouri.....	.....	.....	.....
Building on right of way.....	.....	.....	\$4,718 60
Miscellaneous property.....	.....	.....	700 00
Total.....	.....	.....	361 80
			\$95 230 40

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered ; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### MISSOURI AND WESTERN.

(Assessed to the St. Louis and San Francisco Railway Company.)

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Missouri and Western Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law ; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit :



Aggregate and detail description and valuation of property in the State of Missouri, owned by the Missouri and Western, (assessed to St. Louis and San Francisco Railway Company, lessees thereof), on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.				BUILDINGS.		TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in subdivison.	Valuation in county.	Value in subdivision.	Value in county
Lawrence.....	Pierce.....	.....	5 00	\$4,456 14	.....	\$22,280 70	.....	\$400 00	.....	\$22,680 70
Newton.....	Pierce.....	.....	5.00	4,456 14	\$22,280 70	.....	\$400 00	.....	\$22,680 70	.....
	Van Buren...	.....	5.50	4,456 14	24,508 77	.....	24,508 77	400 00	.....	24,908 77
Jasper.....	Sarcotic....	.....	33.50	4,456 14	24,508 77	.....	149,280 69	.....	2,400 00	151,680 69
	Union.....	.....	6.25	4,456 14	27,850 87	.....	.....	400 00	.....	28,250 87
	Madison....	.....	6.00	4,456 14	26,736 84	.....	.....	.....	.....	26,736 84
	Marion....	.....	1.25	4,456 14	5,570 18	.....	.....	.....	.....	5,570 18
	Mineral....	.....	7.50	4,456 14	33,421 05	.....	.....	1,100 00	.....	34,521 05
	Twin Grove..	.....	6.00	4,456 14	26,736 84	.....	.....	500 00	.....	27,236 84
	.....	.....	6.50	4,456 14	28,964 91	.....	.....	400 00	.....	29,364 91
	.....	.....	2.50	4,456 14	11,140 35	.....	.....	1,100 00	.....	12,240 35
.....	Carthage....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	Oronogo....	.....	.....	.....	.....	.....	.....	500 00	.....	500 00
.....	Smithfield..	.....	.....	.....	.....	.....	.....	400 00	.....	400 00
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$199,270 16

## ITEMIZED STATEMENT.

44 miles road-bed and superstructure, at \$1,000 per mile.....	.....	\$176,000 00
ROLLING ST CK.		
4 locomotives, at \$3,300.....	.....	\$13,200 00
1 passenger car.....	.....	1,000 00
1 mail car.....	.....	1,520 00
9 flat and coal cars, at \$250.....	.....	2,250 00
5 grain and combination cars, at \$400.....	.....	2,000 00
3 stock cars, at \$300.....	.....	2,900 00
10 hand cars, at \$20.....	.....	200 00
Buildings on right of way .....	.....	20,070 16
Total.....	.....	3,200 00
	.....	<u>\$199,270 16</u>

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### MISSOURI, IOWA AND NEBRASKA RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Missouri, Iowa and Nebraska Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to-wit:



## ITEMIZED STATEMENT.

71.50 miles road-bed and superstructure, at \$3,500 per mile.....	.....	\$250,250 00
ROLLING STOCK.		
5 locomotives, at \$6,000.....	\$30,000 00	
3 passenger cars, at \$2,500.....	7,500 00	
2 baggage cars, at \$1,000.....	2,000 00	
1 caboose car, at \$500.....	500 00	
40 flat and coal cars, at \$300.....	12,000 00	
25 grain and combination cars, at \$400.....	10,000 00	
15 hand cars, at \$40.....	600 00	
Total rolling stock.....	.....	62,600 00
Miscellaneous property.....	\$81,050 00	
Buildings on right of way.....	9,500 00	
Total buildings and miscellaneous property.....	.....	90,550 00
Grand total.....	.....	\$403,400 00



Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered ; and further moved that the motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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#### OSAGE VALLEY AND SOUTHERN KANSAS RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Osage Valley and Southern Kansas Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law ; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table, as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, which property is hereby assessed to the Pacific Railroad Company, lessees thereof, to wit :

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Osage Valley and Southern Kansas Railroad Company, (operated by Missouri Pacific Railway Company), on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.			BUILDINGS.			TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in sub-division.	Valuation in county.	Value in subdivision.	Value in county.
Moniteau.....	Willow Fork.....	.....	2.00	\$3,000 00	.....	\$6,000 00	.....	.....	.....	\$6,000 00
	.....	.....	2.00	3,000 00	.....	\$6,000 00	.....	.....	\$6,000 00	.....
	.....	Tipton.....	.25	3,000 00	750 00	.....	.....	.....	750 00	.....
Cooper.....	.....	.....	23.00	3,000 00	.....	69,000 00	.....	\$1,800 00	.....	70,800 00
	Kelley.....	.....	7.50	3,000 00	22,500 00	.....	.....	.....	22,500 00	.....
	Palestine.....	.....	8.50	3,000 00	25,500 00	.....	\$700 00	.....	26,200 00	.....
	Boonville.....	.....	7.00	3,000 00	21,000 00	.....	1,100 00	.....	22,100 00	.....
Total.....	.....	Boonville.....	1.00	3,000 00	3,000 00	.....	1,100 00	.....	4,100 00	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$76,800 00

## RECAPITULATION.

25 miles road bed and superstructure, at \$3,000 per mile.....	\$75,000 00
Buildings on right of way.....	1,800 00
Total.....	\$76,800 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### PLEASANT HILL AND DESOTO RAILROAD

(Atchison, Topeka and Santa Fe Railroad Company, lessees thereof.)

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Pleasant Hill and DeSoto Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of the counties reporting thereon, does, on motion, adopt the following schedule and table, as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:



## ITEMIZED STATEMENT.

22.306 miles road-bed and superstructure in Missouri, at \$2,000 per mile.....	.....	\$44,612 00
1 locomotive.....	.....	\$4,000 00
1 passenger car.....	.....	2,000 00
1 caboose car.....	.....	500 00
3 coal cars, at \$200.....	.....	600 00
1 stock car.....	.....	250 00
4 grain and combination cars, at \$275.....	.....	1,100 00
1 flat car.....	.....	200 00
Total rolling stock on whole line, 45.27 miles.....	.....	\$8,650 00
Proportion of above rolling stock in Missouri.....	.....	4,262 00
4 hand cars in Missouri, at \$25.....	.....	100 00
Buildings on right of way in Missouri.....	.....	1,775 00
Total.....	.....	\$50,749 00



Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered ; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### QUINCY, MISSOURI AND PACIFIC RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Quincy, Missouri and Pacific Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law ; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, and as a just and proper assignment of the values of road and property aforesaid, to wit :



## ITEMIZED STATEMENT.

75.70 miles road-bed and superstructure, at \$3.500 per mile.....		\$204,350 00
ROLLING STOCK.		
3 locomotives, at \$3,500.....	\$10,500 00	
2 passenger cars, at \$1,000.....	2,000 00	
2 baggage cars, at \$750.....	1,500 00	
2 caboose cars, at \$300.....	600 00	
13 flat and coal cars, at \$200.....	2,600 00	
28 grain and combination cars, at \$250.....	7,000 00	
18 stock cars, at \$250.....	4,500 00	
12 hand cars, at \$15.....	180 00	
13 rubble and iron cars at \$10.....	130 00	
Materials on hand.....		29,010 00
Total.....		1,000 00
Buildings on right of way.....		\$294,960 00
Total.....		4,575 00
Road-bed and superstructure, per mile.....	\$3,500 00	
Distributable property, per mile.....	396 43.3	
Total, per mile.....	\$3,896 43.3	

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered ; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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#### SALEM AND SOUTHEASTERN RAILROAD COMPANY.

(Operated by the St. Louis, Salem and Little Rock Railroad.)

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Salem and Southeastern Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law ; and the Board having duly considered all the evidence adduced in regard to such property, as well the like property of other railroads in the State, and also the reports of said company and of the counties reporting thereon, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit :

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Salem and Southeastern Railway Company, (operated by the St. Louis, Salem and Little Rock Railroad Company), on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	MILES.				TOTALS.	
		No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Value in subdivision.	Value in county.
Dent.....	.....	1.25	\$2,000 00	.....	\$2,500 00	.....	\$2,500 00
	Spring Creek.....	1.25	2,000 00	\$2,500 00	.....	\$2,500 00	.....
Total.....	.....		.....	.....	.....	.....	\$2,500 00



Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered ; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### ST. LOUIS, KEOKUK AND NORTHWESTERN RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the St. Louis, Keokuk and Northwestern Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law ; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the St. Louis, Keokuk and Northwestern Railway Co., on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

[illegible]

## ITEMIZED STATEMENT.

81.35 miles of road-bed and superstructure, at \$3,000 per mile.....	.....	\$244,050 00
ROLLING STOCK.		
8 locomotives, at \$2,625.....	\$21,000 00	
6 passenger cars, at \$750.....	4,500 00	
2 baggage cars, at \$400.....	2,800 00	
5 caboose cars, at \$400.....	2,000 00	
37 flat and coal cars, at \$200.....	7,400 00	
68 grain and combination cars, at \$250.....	17,000 00	
34 stock cars, at \$200.....	6,800 00	
20 hand cars, at \$20.....	400 00	
1 pile driver, at \$200.....	200 00	60,100 00
Total.....	.....	\$304,150 00
Buildings on right of way.....	.....	900 00
Total.....	.....	\$305,050 00
Road bed and superstructure, per mile.....	\$3,000 00	
Distributable property, per mile.....	738 78	
Total, per mile.....	\$3,738 78	

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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#### ST. LOUIS, COUNCIL BLUFFS AND OMAHA RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the St. Louis, Council Bluffs and Omaha Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, (St. Louis, Kansas City and Northern Railway Company, lessees thereof), to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the St. Louis, Council Bluffs and Omaha (St. Louis, Kansas City and Northern Railway Company, lessees) Railroad Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	MILES.				BUILDINGS.		TOTALS.	
		No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in sub-division.	Valuation in county.	Value in subdivision.	Value in county.
Livingston.....	Chillicothe.....	12.50	\$2,000 00	.....	\$25,000 00	.....	\$900 00	.....	\$25,900 00
	Sampsel.....	9.25	2,000 00	\$18,500 00	.....	\$500 00	.....	\$19,000 00	.....
	.....	3.25	2,000 00	6,500 00	.....	400 00	.....	6,900 00	.....
	.....	31.25	2,000 00	.....	62,500 00	.....	900 00	.....	63,400 00
	Jackson.....	6.75	2,000 00	13,500 00	.....	200 00	.....	13,700 00	.....
Davies.....	Union.....	9.25	2,000 00	18,500 00	.....	500 00	.....	19,000 00	.....
	Grand River.....	13.25	2,000 00	26,500 00	.....	200 00	.....	26,700 00	.....
	Benton.....	2.00	2,000 00	4,000 00	.....	.....	.....	4,000 00	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	\$89,300 00

# RECAPITULATION.

43.75 miles road-bed and superstructure, at \$2,000 per mile.....	\$87,500 00
Buildings on right of way.....	1,800 00
Total.....	\$89,300 00



Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted, be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### ST. LOUIS, KANSAS CITY AND NORTHERN RAILWAY.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the St. Louis, Kansas City and Northern Railway Company, on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the St. Louis, Kansas City and Northern Railway Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.			BUILDINGS.			TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in sub-division.	Valuation in county.	Value in subdivision.	Value in county.
St. Louis City	(New limits).....	.....	13.085	\$10, 639 63.3	.....	\$139, 219 59	.....	\$10, 300 00	.....	\$149, 519 59
St. Louis City	(Old limits).....	.....	8.245	10, 639 63.3	\$87, 723 77	.....	\$300 00	.....	\$88, 023 77	.....
St. Louis City	(Old limits).....	.....	4.840	10, 639 63.3	51, 495 82	.....	10, 000 00	.....	61, 485 82	.....
St. Louis Co.	Central.....	.....	19.603	10, 639 63.3	.....	208, 568 72	.....	1, 787 00	.....	210, 355 72
	St. Ferdinand.....	.....	2.912	10, 639 63.3	30, 982 61	.....	900 00	.....	31, 882 61	.....
St. Charles...	.....	.....	16.691	10, 639 63.3	177, 886 11	.....	887 00	.....	178, 473 11	.....
St. Charles Br.	.....	.....	27.715	10, 639 63.3	.....	294, 877 42	.....	4, 450 00	.....	301, 207 42
	St. Charles.....	.....	9.316	2, 000 00 0	99, 118 82	.....	.....	.....	.....	.....
	St. Charles Br'ch	.....	9.940	2, 000 00 0	1, 880 00	.....	3, 800 00	.....	104, 798 82	.....
	Dardenne.....	.....	7.399	10, 639 63.3	78, 722 64	.....	150 00	.....	78, 872 64	.....
	Cuivre.....	.....	11.000	10, 639 63.3	117, 035 96	.....	500 00	.....	117, 535 96	.....
	St. Charles.....	.....	.635	10, 639 63.3	6, 756 16	.....	3, 800 00	.....	12, 436 16	.....
	St. Charles Br'ch	.....	.940	2, 000 00 0	1, 880 00	.....	300 00	.....	5, 928 36	.....
Warren.....	Wentzville.....	.....	.529	10, 639 63.3	5, 628 36	.....	.....	.....	.....	.....
	Hickory Grove.....	.....	18.165	10, 639 63.3	.....	193, 268 94	.....	1, 400 00	.....	194, 668 94
	Elk Horn.....	.....	6.296	10, 639 63.3	66, 987 12	.....	900 00	.....	67, 887 12	.....
	Wright City.....	.....	11.869	10, 639 63.3	126, 281 82	.....	500 00	.....	126, 781 82	.....
	Warrenton.....	.....	1.042	10, 639 63.3	11, 086 49	.....	900 00	.....	11, 986 49	.....
	.....	.....	.508	10, 639 63.3	5, 404 93	.....	200 00	.....	5, 604 93	.....
Montgomery	Bear Creek.....	.....	26.902	10, 639 63.3	.....	286, 227 42	.....	7, 500 00	.....	293, 727 42
	Danville.....	.....	7.673	10, 639 63.3	81, 637 92	.....	1, 100 00	.....	82, 737 92	.....
	Montgomery.....	.....	5.663	10, 639 63.3	60, 252 22	.....	900 00	.....	61, 152 22	.....
	Upper Loure.....	.....	6.297	10, 639 63.3	66, 997 78	.....	4, 500 00	.....	71, 497 78	.....
	.....	.....	7.269	10, 639 63.3	77, 339 50	.....	1, 000 00	.....	78, 339 50	.....
	Montgomery.....	.....	1.030	10, 639 63.3	10, 639 63	.....	4, 500 00	.....	15, 139 63	.....
	New Florence.....	.....	.500	10, 639 63.3	5, 319 81	.....	900 00	.....	6, 219 81	.....
	Wellsville.....	.....	.500	10, 639 63.3	5, 319 81	.....	1, 000 00	.....	6, 319 81	.....

Andrain.....	27,661	10,639 63.3	.....	294,302 90	.....	2,100 00	.....	296,402 90
Loutre.....	9,622	10,639 63.3	102,374 55	.....	.....	.....	102,374 55	.....
Salt River.....	9,814	10,639 63.3	104,417 35	.....	2,100 00	.....	106,517 35	.....
Wilson.....	7,225	10,639 63.3	76,871 35	.....	.....	.....	76,871 35	.....
Saline.....	1,000	10,639 63.3	10,639 65	.....	.....	.....	10,639 65	.....
Mexico.....	1,000	10,639 63.3	10,639 65	.....	2,100 00	.....	12,739 65	.....
Martinsburg.....	.500	10,639 63.3	5,319 81	.....	.....	.....	5,319 81	.....
Boone.....	11,047	10,639 63.3	.....	117,536 04	.....	1,100 00	.....	118,636 04
Bourbon.....	11,047	10,639 63.3	117,536 04	.....	1,100 00	.....	118,636 04	.....
Centralia.....	.500	10,639 63.3	5,319 81	.....	900 00	.....	6,219 81	.....
Sturgeon.....	.663	10,639 63.3	7,054 07	.....	200 00	.....	7,254 07	.....
Randolph.....	42,777	10,639 63.3	.....	456,131 53	.....	7,400 00	.....	462,531 53
Prairie.....	11,026	10,639 63.3	117,312 58	.....	500 00	.....	117,812 58	.....
Sugar Creek.....	10,482	10,639 63.3	111,524 63	.....	4,400 00	.....	115,924 63	.....
Salt Spring.....	11,807	10,639 63.3	125,622 15	.....	1,800 00	.....	127,422 15	.....
Cairo.....	4,648	10,639 63.3	49,453 02	.....	300 00	.....	49,753 02	.....
Jackson.....	4,814	10,639 63.3	51,219 20	.....	400 00	.....	51,619 20	.....
Moberly.....	3,292	10,639 63.3	35,025 65	.....	4,400 00	.....	39,425 65	.....
Rennick.....	.152	10,639 63.3	1,617 22	.....	500 00	.....	2,117 22	.....
Huntsville.....	1,080	10,639 63.3	11,490 80	.....	900 00	.....	12,390 80	.....
Macon.....	30,695	10,639 63.3	.....	326,583 53	.....	5,000 00	.....	331,583 53
Narrow.....	5,75	10,639 63.3	61,177 88	.....	.....	.....	61,177 88	.....
Hudson.....	6,845	10,639 63.3	72,828 28	.....	4,200 00	.....	77,028 28	.....
Eagle.....	6,21	10,639 63.3	66,072 14	.....	.....	.....	66,072 14	.....
Lyda.....	6,184	10,639 63.3	65,795 48	.....	400 00	.....	66,195 48	.....
La Plata.....	5,706	10,639 63.3	60,709 75	.....	400 00	.....	61,109 75	.....
Macenn.....	1,75	10,639 63.3	18,619 35	.....	4,200 00	.....	22,819 35	.....
Atlanta.....	.5	10,639 63.3	5,319 81	.....	400 00	.....	5,719 81	.....
La Plata.....	.5	10,639 63.3	5,319 81	.....	400 00	.....	5,719 81	.....
Adair.....	23,724	10,639 63.3	.....	252,414 65	.....	1,700 00	.....	254,114 65
Wilson.....	3,519	10,639 63.3	37,440 86	.....	.....	.....	37,440 86	.....
Pettis.....	4,050	10,639 63.3	43,090 52	.....	300 00	.....	43,390 52	.....
Benton.....	10,852	10,639 63.3	115,461 30	.....	400 00	.....	115,861 30	.....
Polk.....	5,303	10,639 63.3	56,421 97	.....	1,000 00	.....	57,421 97	.....
Kirksville.....	1,000	10,639 63.3	10,639 63	.....	400 00	.....	11,039 63	.....
Schuyler.....	20,045	10,639 63.3	.....	213,271 44	.....	1,600 00	.....	214,871 44
Prairie.....	5,287	10,639 63.3	56,251 75	.....	400 00	.....	56,651 75	.....
Salt River.....	4,539	10,639 63.3	48,293 30	.....	.....	.....	48,293 30	.....
Glenwood.....	5,373	10,639 63.3	57,166 74	.....	1,000 00	.....	58,166 74	.....
Charlton.....	4,846	10,639 63.3	51,539 65	.....	200 00	.....	51,759 65	.....
Green Top.....	.500	10,639 63.3	5,319 81	.....	400 00	.....	5,719 81	.....
Queen City.....	.500	10,639 63.3	5,319 81	.....	500 00	.....	5,819 81	.....

## ST. LOUIS, KANSAS CITY AND NORTHERN RAILWAY COMPANY—Continued.

County.	Township.	Cities and towns.	MILES.			BUILDINGS.			TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in subdivision.	Valuation in county.	Value in subdivision.	Value in county.
Schuyler..... Charlton .....	.....	Glenwood .....	1.000	\$10, 639 63.3	\$10, 639 63	.....	\$500 00	.....	\$11, 139 63	.....
	.....	Coatesville.....	.500	10, 639 63.3	5, 319 63	.....	200 00	.....	5, 519 63	\$274, 580 81
	.....	.....	25.469	10, 639 63.3	.....	\$270, 980 81	.....	\$3, 600 00	.....	.....
	.....	Salisbury.....	11.149	10, 639 63.3	118, 621 26	.....	900 00	.....	119, 521 26	.....
	.....	Keytesville.....	1.471	10, 639 63.3	15, 650 92	.....	500 00	.....	16, 150 92	.....
Carroll.....	.....	Bowling Green.....	9.310	10, 639 63.3	99, 054 98	.....	800 00	.....	99, 854 98	.....
	.....	Brunswick.....	3.539	10, 639 63.3	37, 653 65	.....	1, 400 00	.....	39, 053 65	.....
	.....	Salisbury.....	.930	10, 639 63.3	959 48	.....	900 00	.....	1, 889 48	.....
	.....	Brunswick.....	1.038	10, 639 63.3	11, 043 93	.....	.....	.....	11, 043 93	.....
	.....	Grand River.....	36.286	10, 639 63.3	.....	385, 856 93	.....	2, 700 00	.....	388, 556 93
Ray.....	.....	Rea.....	10.981	10, 639 63.3	116, 833 90	.....	900 00	.....	116, 833 90	.....
	.....	Carrollton.....	5.998	10, 639 63.3	63, 816 50	.....	900 00	.....	64, 716 50	.....
	.....	Beatty.....	6.662	10, 639 63.3	70, 881 21	.....	900 00	.....	71, 781 21	.....
	.....	Norborne.....	6.306	10, 639 63.3	67, 093 51	.....	900 00	.....	67, 093 51	.....
	.....	Delbit.....	6.319	10, 639 63.3	67, 231 81	.....	900 00	.....	68, 131 81	.....
Clay.....	.....	S. Carrollton.....	.282	10, 639 63.3	3, 000 37	.....	900 00	.....	3, 000 37	.....
	.....	Norborne.....	.495	10, 639 63.3	5, 266 60	.....	900 00	.....	6, 166 60	.....
	.....	.....	.262	10, 639 63.3	2, 787 56	.....	900 00	.....	3, 687 56	.....
	.....	.....	26.379	10, 639 63.3	.....	280, 662 87	.....	5, 800 00	.....	286, 462 87
	.....	.....	6.293	10, 639 63.3	66, 955 22	.....	900 00	.....	67, 855 22	.....
.....	.....	.....	3.980	10, 639 63.3	42, 345 72	.....	4, 000 00	.....	46, 345 72	.....
	.....	.....	16.106	10, 639 63.3	171, 361 93	.....	900 00	.....	172, 261 93	.....
	.....	.....	.807	10, 639 63.3	8, 586 17	.....	900 00	.....	9, 486 17	.....
	.....	.....	1.110	10, 639 63.3	11, 810 00	.....	500 00	.....	12, 310 00	.....
	.....	.....	.540	10, 639 63.3	5, 745 40	.....	400 00	.....	6, 185 40	.....
.....	.....	.....	.117	10, 639 63.3	1, 244 82	.....	4, 000 00	.....	5, 244 82	.....
	.....	.....	15.572	10, 639 63.3	.....	165, 680 36	.....	1, 000 00	.....	166, 680 36
	.....	.....	6.373	10, 639 63.3	67, 806 36	.....	500 00	.....	68, 306 36	.....
	.....	.....	9.199	10, 639 63.3	97, 874 00	.....	500 00	.....	98, 374 00	.....
	.....	.....	.851	10, 639 63.3	9, 054 31	.....	500 00	.....	9, 554 31	.....







## ITEMIZED STATEMENT—Continued.

Road bed and superstructure, per mile.....	\$8,000 00
Rolling stock and distributable property, per mile.....	2,639 63.3
Total, per mile.....	<u>\$10,639 63.3</u>
365.105 miles in Missouri, at \$10,639 63.3 per mile.....	3,884,583 20
.940 mile St. Charles Branch, at \$2,000 per mile.....	1,880 00
Buildings on right of way .....	61,487 00
Grand total.....	<u>\$3,947,950 20</u>

Note.—The value of the St. Charles railroad bridge over the Missouri river at St. Charles, is included in the valuation of the road-bed of the St. Louis, Kansas City and Northern Railway, as assessed by the State Board of Equalization.

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### ST. JOSEPH AND ST. LOUIS RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the St. Joseph and St. Louis Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property as well as the like property of other railroads in this State, and also the reports of said company and the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, and which property is hereby assessed to the St. Louis, Kansas City and Northern Railway Company, lessees thereof, to-wit:



## RECAPITULATION.

76.30 miles road-bed and superstructure, at \$3,000 per mile.....	\$228,900 00
Buildings on right of way.....	10,150 00
Total.....	<u>\$239,050 00</u>

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that the motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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#### ST. LOUIS, SALEM AND LITTLE ROCK RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the St. Louis, Salem and Little Rock Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table, as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:



Aggregate and detail description and valuation of property in the State of Missouri, owned by the St. Louis, Salem and Little Rock Railroad Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.				BUILDINGS.		TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in subdivision.	Valuation in county.	Value in subdivision.	Value in county.
Crawford.	Benton.....	.....	27.88	\$3,281 63.4	.....	\$91,491 96	.....	\$4,750 00	.....	\$96,241 96
	Meramee.....	.....	3.93	3,281 63.4	\$12,896 82	.....	.....	.....	\$12,896 82	.....
	Union.....	.....	8.91	3,281 63.4	29,239 36	.....	\$4,500 00	.....	23,739 36	.....
	.....	.....	15.04	3,281 63.4	49,355 78	.....	250 00	.....	49,605 77	.....
	Steelville.....	.....	.56	3,281 63.4	1,837 31	.....	200 00	.....	2,037 31	.....
Dent.	.....	.....	13.12	3,281 63.4	.....	43,055 04	.....	1,150 00	.....	44,205 04
	Short Bend.....	.....	7.46	3,281 63.4	24,480 98	.....	25 00	.....	24,505 98	.....
	Spring Creek.....	.....	5.66	3,281 63.4	18,574 04	.....	1,125 00	.....	19,699 04	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$140,447 00

## ITEMIZED STATEMENT.

41 miles of road-bed and superstructure, at \$2,500 per mile.....	.....	\$102,500 00
ROLLING STOCK.		
5 locomotives, at \$2,500.....	\$12,500 00	
1 combination car, at \$1,200.....	1,200 00	
3 caboose cars, at \$250.....	750 00	
68 flat and coal cars, at \$175.....	11,900 00	
31 open cars, at \$175.....	5,425 00	
6 hand cars, at \$12.....	72 00	
Total rolling stock.....	31,847 00	
Buildings on right of way.....	5,900 00	
Material on hand.....	200 00	
Total.....	\$140,447 00	

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILWAY COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the St. Louis, Iron Mountain and Southern Railway Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as required by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the St. Louis, Iron Mountain and Southern Railway Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.				BUILDINGS.			TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivi'n.	Valuation in county.	Valuation in subdivi'n.	Valuation in county.	Value in subdivision.	Value in county.	
St. Louis.....	St. Louis.....	.....	18.14	\$9,886 45.5	.....	\$179,240 30	.....	\$14,625 00	.....	\$193,965 30	
	St. Louis.....	.....	7.29	9,886 45.5	\$72,072 25	.....	\$4,350 00	.....	\$76,422 25	.....	
	Carondelet.....	.....	10.85	9,886 45.5	107,268 05	.....	10,275 00	.....	117,543 05	.....	
	St. Louis.....	.....	7.29	9,886 45.5	72,072 25	.....	4,350 00	.....	76,422 25	.....	
Jefferson.....	Rock.....	.....	30.93	9,886 45.5	.....	305,788 05	.....	2,125 00	.....	307,913 05	
	Rock.....	.....	5.69	9,886 45.5	56,253 93	.....	175 00	.....	56,428 93	.....	
	Joachim.....	.....	14.56	9,886 45.5	143,946 78	.....	325 00	.....	144,271 78	.....	
	Valle.....	.....	7.69	9,886 45.5	76,026 84	.....	1,425 00	.....	77,451 84	.....	
	Central.....	.....	2.99	9,886 45.5	29,560 50	.....	200 00	.....	29,760 50	.....	
	Kimswick.....	.....	.22	9,886 45.5	2,175 00	.....	175 00	.....	2,350 00	.....	
	Victoria.....	.....	.68	9,886 45.5	6,722 00	.....	203 00	.....	6,922 00	.....	
	DeSoto.....	.....	1.37	9,886 45.5	13,544 54	.....	1,225 00	.....	14,769 54	.....	
	Washington..	.....	20.28	9,886 45.5	.....	200,497 30	.....	1,700 00	.....	202,197 30	
	Union.....	.....	6.89	9,886 45.5	68,117 67	.....	200 00	.....	68,317 67	.....	
Wash'n, P. B..	Concord.....	.....	6.01	9,886 45.5	59,417 60	.....	500 00	.....	59,917 60	.....	
	Breton.....	.....	7.38	9,886 45.5	72,962 03	.....	1,000 00	.....	73,962 03	.....	
	Breton.....	.....	3.77	9,886 45.5	.....	14,651 93	.....	200 00	.....	14,851 93	
	Potosi.....	.....	3.77	9,886 45.5	14,651 93	.....	200 00	.....	14,851 93	.....	
St. Francois...	Iron.....	.....	27	9,886 45.5	1,049 35	.....	200 00	.....	1,249 35	.....	
	Iron.....	.....	13.79	9,886 45.5	.....	136,334 22	.....	400 00	.....	136,734 22	
	Big River.....	.....	9.00	9,886 45.5	88,978 10	.....	200 00	.....	88,978 10	.....	
	Randolph.....	.....	3.24	9,886 45.5	32,032 11	.....	200 00	.....	32,232 11	.....	
St. Fran., B. E.	Iron.....	.....	1.55	9,886 45.5	15,324 01	.....	200 00	.....	15,524 01	.....	
	Pendleton.....	.....	21.75	9,886 45.5	.....	149,780 40	.....	1,100 00	.....	150,880 40	
	Pendleton.....	.....	5.29	9,886 45.5	36,429 34	.....	700 00	.....	37,129 34	.....	
	St. Francois..	.....	2.69	9,886 45.5	18,524 56	.....	200 00	.....	18,524 56	.....	
Madison, B. B.	Liberty.....	.....	7.10	9,886 45.5	48,893 85	.....	200 00	.....	49,093 85	.....	
	Liberty.....	.....	6.67	9,886 45.5	45,932 65	.....	200 00	.....	46,132 65	.....	
	.....	.....	23.30	9,886 45.5	.....	160,454 40	.....	2,200 00	.....	162,654 40	

St. Michael.....	10.48	6,886 45.5	72,170 04	2,000 00	74,170 04
Castor.....	7.64	6,886 45.5	52,612 51	.....	52,612 51
German.....	5.18	6,886 45.5	35,671 85	200 00	35,871 85
Frederick't'wn	35	6,886 45.5	2,410 26	1,800 00	4,210 26
Lorence.....	19.81	6,886 45.5	136,420 68	400 00	136,820 68
Cape Gir., B.B.	19.81	6,886 45.5	136,420 68	400 00	136,820 68
Liberty.....	12.25	6,886 45.5	28,647 66	200 00	28,847 66
Hubbell.....	4.16	6,886 45.5	55,711 42	200 00	55,911 42
Scott, B. B....	8.09	6,886 45.5	154,049 98	775 00	154,824 98
Sylvania.....	22.37	6,886 45.5	47,034 48	375 00	47,409 48
Morley.....	6.83	6,886 45.5	32,366 34	200 00	32,566 34
Sandy Woods	4.70	6,886 45.5	61,018 99	200 00	61,218 99
Tywappy.....	8.86	6,886 45.5	13,635 17	200 00	13,835 17
Morley.....	1.98	6,886 45.5	2,203 66	200 00	2,403 66
Scott, C, A. T.	32	6,886 45.5	45,297 43	300 00	45,597 43
Sandy Woods	9.27	4,886 45.5	20,069 70	.....	20,069 70
Richland.....	4.23	4,886 45.5	24,627 73	300 00	24,927 73
Miss's'pp, B. B.	5.04	6,886 45.5	141,172 32	4,500 00	145,672 32
Tywappy.....	20.50	6,886 45.5	55,711 42	600 00	56,311 42
Ohio.....	2.25	6,886 45.5	15,494 53	.....	15,494 53
Mississippi.....	8.09	6,886 45.5	69,966 37	3,900 00	73,866 37
Charleston.....	10.16	6,886 45.5	2,548 00	600 00	3,148 00
Miss., C. A. T.	37	6,886 45.5	90,252 82	.....	90,252 82
Tywappy.....	18.47	4,886 45.5	51,600 96	.....	51,600 96
Ohio.....	10.56	4,886 45.5	20,034 46	.....	20,034 46
Long Prairie.....	4.10	4,886 45.5	18,617 40	.....	18,617 40
Iron.....	3.81	4,886 45.5	333,074 66	1,025 00	334,099 66
Iron.....	33.69	9,886 45.5	14,335 36	25 00	14,360 36
Arcadia.....	1.45	9,886 45.5	118,340 86	200 00	118,540 86
Liberty.....	11.97	9,886 45.5	72,962 04	400 00	73,362 04
Union.....	7.38	9,886 45.5	127,436 40	400 00	127,836 40
Ironton.....	12.89	9,886 45.5	9,239 25	200 00	9,493 25
Wayne.....	.94	9,886 45.5	319,727 95	1,300 00	321,027 95
Benton.....	32.34	9,886 45.5	126,744 35	900 00	127,644 35
Mill Spring.....	12.82	9,886 45.5	98,172 50	200 00	98,372 50
Williams.....	9.93	9,886 45.5	94,811 10	200 00	95,011 10
Butler.....	9.59	9,886 45.5	349,090 74	600 00	349,690 74
Black River.....	35.31	9,886 45.5	92,734 95	.....	92,734 95
Beaver Dam.....	9.38	9,886 45.5	31,636 66	.....	31,636 66
Neely.....	3.20	9,886 45.5	94,316 76	200 00	94,516 76
Poplar Bluff.....	9.54	9,886 45.5	130,402 37	400 00	130,802 37
Poplar Bluff.....	13.19	9,886 45.5	.....	.....	.....





## ITEMIZED STATEMENT.

Length of road in Missouri.....	378.97
Length of road in Arkansas.....	305.82
Total length of road.....	684.79
184.48 miles main line in Missouri, at \$8,000.....	\$1,475,840 00
119.98 miles Belmont Branch in Missouri, at \$5,000.....	599,900 00
70.74 miles C. A. T. Branch in Missouri, at \$3,000.....	212,220 00
8.77 miles Potosi Branch in Missouri, at \$2,000.....	7,540 00
Total.....	\$2,295,500 00
ROLLING STOCK.	
113 locomotives, at \$4,000.....	\$452,000 00
46 passenger cars, at \$2,250.....	103,500 00
1 sleeping car, (old).....	1,000 00
24 baggage, express and mail cars, at \$1,000.....	24,000 00
43 caboose cars, at \$450.....	19,350 00
965 platform and ore cars, at \$250.....	241,250 00
603 grain and combination cars, at \$300.....	180,900 00
440 open and stock cars, at \$250.....	110,000 09
2 wrecking cars, 2 engine cars, 1 carpenter car, 1 derrick car and 1 pile driver car.....	2,400 00
7 Pullman cars, at \$7,500.....	52,500 00
129 hand cars, at \$20.....	2,580 00
Miscellaneous property.....	97,826 50
Total rolling stock and miscellaneous property on whole line.....	\$1,287,306 50
Proportion of rolling stock and miscellaneous property distributable in Missouri.....	\$712,409 84
Other miscellaneous property of every description in Missouri, not included in the above.....	2,500 00
Total rolling stock and miscellaneous property in Missouri.....	714,909 84
Buildings on right of way.....	32,900 00
Total in Missouri.....	\$3,043,309 84

## ITEMIZED STATEMENT—Continued.

Road-bed, main line, per mile.....	\$8,000 00
Rolling stock and distributable property, per mile.....	1,886 45.5
Total.....	\$9,886 45.5
Road-bed Belmont Branch, per mile.....	\$5,000 00
Rolling stock and distributable property, per mile.....	1,886 45.5
Total.....	\$6,886 45.5
Road-bed C. A. T. Branch, per mile.....	\$3,000 00
Rolling stock and distributable property, per mile.....	1,886 45.5
Total.....	\$4,886 45.5
Road-bed Potosi Branch, per mile.....	\$2,000 00
Rolling stock and distributable property, per mile.....	1,886 45.5
Total.....	\$3,886 45.5
184.48 miles main line road bed and distributable property, at \$9,886 45.5 per mile .....	\$1,823,853 21
119.98 miles Belmont Branch, at \$6,886 45.5 per mile.....	826,236 86
70.74 miles C. A. T. Branch, at \$4,886 45.5 per mile.....	345,667 83
3.77 miles Potosi Branch, at \$3,886 45.5 per mile.....	14,651 94
Total ....	\$3,010,409 84
Buildings on right of way....	32,900 00
Total.....	\$3,043,309 84

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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TWELFTH DAY—FRIDAY, June 18, 1880.

The Board met pursuant to adjournment.

*Present*—Messrs. Phelps, Holladay, McGrath and Gates.

*Absent*—Mr. Smith.

After examining and adopting the schedules and tables completed by the clerks, upon motion, the Board adjourned, subject to the call of the President of the Board.

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ST. LOUIS AND SAN FRANCISCO RAILWAY.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the St. Louis and San Francisco Railway Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well the like property of other railroads in this State, and also the reports of said company and the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:





Webster.....	Union.....	12.00	5,533 70.6	66,404 48	139,172 70	400 00	1,100 00	66,804 48	140,272 70
Union.....	Union.....	25.15	5,533 70.6	22,134 82		400 00		22,534 82	
Ozark.....	Ozark.....	4.00	5,533 70.6	38,735 94		700 00		39,435 94	
Grant.....	Grant.....	7.00	5,533 70.6	38,735 94				38,735 94	
Niangua.....	Niangua.....	7.15	5,533 70.6	39,566 00				39,566 00	
.....	.....	.28	5,533 70.6	1,549 43		400 00		1,949 43	
Greene.....	Marshfield.....	.97	5,533 70.6	5,367 68	160,643 48	700 00	4,900 00	6,067 68	165,543 48
Taylor.....	Taylor.....	29.03	5,533 70.6	27,668 63		400 00		28,068 53	
Campbell.....	Campbell.....	5.00	5,533 70.6	33,202 23		3,000 00		36,202 23	
Center.....	Center.....	6.00	5,533 70.6	33,202 23				33,202 23	
Brookline.....	Brookline.....	5.03	5,533 70.6	27,834 55		900 00		28,734 55	
Pond Creek.....	Pond Creek.....	7.00	5,533 70.6	38,735 94		600 00		39,335 94	
Christian.....	Springfield.....	.63	5,533 70.6	3,486 23		3,000 00		6,484 23	
Polk.....	Polk.....	7.75	5,533 70.6	42,886 12	42,886 12	900 00	900 00	43,786 12	43,786 12
Lawrence.....	Buck Prairie.....	22.90	5,533 70.6	34,862 34	126,721 88		3,300 00	35,462 34	130,021 88
Spring Valley.....	Spring Valley.....	6.30	5,533 70.6	42,056 16		600 00		42,756 16	
Mt. Pleasant.....	Mt. Pleasant.....	7.60	5,533 70.6	49,808 38		700 00		51,803 38	
Barry.....	Pierce City.....	9.00	5,533 70.6	5,644 38		2,000 00		7,644 38	
Newton.....	Pierce City.....	1.02	5,533 70.6	33,700 28	33,700 28	2,000 00		33,700 28	33,700 28
King's Prairie.....	King's Prairie.....	6.09	5,533 70.6	33,700 28				33,700 28	
Van Buren.....	Van Buren.....	35.75	5,533 70.6	47,036 51	197,829 99	700 00	5,800 00	47,736 51	203,629 99
Granby.....	Granby.....	8.50	5,533 70.6	38,735 94		700 00		39,435 94	
Neosho.....	Neosho.....	7.00	5,533 70.6	55,337 06		8,000 00		58,337 06	
Lost Creek.....	Lost Creek.....	10.00	5,533 70.6	27,668 53		600 00		28,268 53	
Seneca.....	Seneca.....	5.00	5,533 70.6	29,051 95		800 00		29,851 95	
Seneca.....	Seneca.....	5.25	5,533 70.6	5,312 35		800 00		6,112 35	
Neosho.....	Neosho.....	.96	5,533 70.6	3,707 57		3,000 00		6,707 57	
Total.....	Total.....	.67	5,533 70.6						\$1,053,864 05

## ITEMIZED STATEMENT.

Length of road in Missouri.....	293.54	
Length of road in Kansas.....	38.71	
Total length of road, miles.....	332.25	
293.54 miles of road-bed and superstructure in Missouri, at \$4, 250 per mile.....		\$1,247,545 00
ROLLING STOCK AND MISCELLANEOUS PROPERTY.		
32 locomotives, at \$4,000.....	\$128,000 00	
8 passenger cars, at \$2,500.....	20,000 00	
2 Pullman sleeping cars, at \$7,500.....	15,000 00	
4 mail cars, at \$1,200.....	4,800 00	
4 baggage cars, at \$1,000.....	4,000 00	
16 caboose cars, at \$450.....	7,200 00	
190 flat and coal cars, at \$250.....	47,500 00	
261 box and combination cars, at \$300.....	78,300 00	
259 stock cars, at \$250.....	64,750 00	
1 tool car, at \$250.....	250 00	
52 hand cars, at \$25.....	1,300 00	
1 directors' car, at \$2,000.....	2,000 00	
Miscellaneous property.....	\$373,100 00	
Total.....	53,411 25	
Proportion of rolling stock and miscellaneous property distributable in Missouri.....	\$426,511 25	
Buildings on right of way.....		376,819 05
Total.....		29,500 00
		\$1,653,864 05

## ITEMIZED STATEMENT—Continued.

Road-bed, per mile.....	\$4,250 00
Distributable property, per mile.....	1,283 70
Total.....	<u>\$5,533 70</u>
293.54 miles road-bed and distributable property, at \$5,533.70 per mile.....	<u>\$1,624,364 05</u>
Buildings on right of way.....	29,500 00
Total.....	<u>\$1,653,864 05</u>

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered ; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### ST. LOUIS, HANNIBAL AND KEOKUK RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the St. Louis, Hannibal and Keokuk Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law ; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to-wit :

Aggregate and detail description and valuation of property in the State of Missouri, owned by the St. Louis, Hannibal and Keokuk Railroad Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	MILES.			BUILDINGS.		TOTALS.	
		No of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in subdivision.	Value in county.	Value in county.
Ralls.....	Clay.....	14 50	\$3,816 96	.....	\$55,345 92	.....	.....	\$55,745 92
	.....	6 50	3,816 96	\$24,810 24	.....	.....	\$24,810 24	.....
	Spencer.....	8 00	3,816 96	30,535 68	\$400 00	.....	30,935 68	.....
Pike.....	.....	25 00	3,816 96	.....	95,424 00	800 00	.....	96,224 00
	Peno.....	8 00	3,816 96	30,535 68	.....	.....	30,535 68	.....
	Culvert.....	15 00	3,816 96	57,254 40	.....	800 00	58,054 40	.....
	Calumet.....	2 00	3,816 96	7,633 92	.....	.....	7,633 92	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	\$151,969 92

# RECAPITULATION.

39.50 miles road-bed and superstructure, at \$3,500 per mile.....	\$138,250 00
Rolling stock.....	12,519 92
Buildings on right of way.....	1,200 00
Total.....	\$151,969 92



Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### SALISBURY AND GLASGOW RAILROAD.

(St. Louis, Kansas City & Northern Railway Company, lessees thereof.)

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Salisbury and Glasgow Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Salisbury and Glasgow Railroad Company, (St. Louis, Kansas City and Northern Railway Company, lessees thereof), on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities & towns	MILES.				BUILDINGS.		TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Val. in subdivn.	Val. in county.	Value in subdivision.	Value in county.
Chariton .....	.....	.....	15.00	\$2,000 00	.....	\$30,000 00	.....	.....	.....	\$30,400 00
.....	Salisbury.....	.....	8.00	2,000 00	\$16,000 00	.....	\$400 00	.....	\$16,400 00	.....
.....	Chariton.....	.....	7.00	2,000 00	14,000 00	.....	.....	.....	14,000 00	.....
.....	.....	Salisbury.....	1.60	2,000 00	3,200 00	.....	400 00	.....	3,600 00	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$30,400 00

## RECAPITULATION.

15 miles road-bed and superstructure, at \$2,000 per mile.....	\$30,000 00
Buildings on right of way.....	400 00
Total.....	\$30,400 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### SPRINGFIELD AND WESTERN MISSOURI RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Springfield and Western Missouri Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Springfield and Western Missouri Railroad Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.				BUILDINGS.		TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivi- sion.	Valuation in county.	Valuation in subdivi- sion.	Valuation in county.	Value in subdivision.	Value in county.
Greene.....			20.0952	\$2,192 41	.....	\$44,056 95	.....	\$500 00	.....	\$44,556 95
	Campbell.....	.....	4.8312	2,192 41	\$10,591 98	.....	.....	.....	\$10,591 98	.....
	Centre.....	.....	8.2640	2,192 41	18,118 09	.....	.....	.....	18,118 09	.....
	Boone.....	.....	7 0000	2,192 41	15,346 88	.....	.....	.....	15,346 88	.....
	.....	Springfield.....	.5672	2,192 41	1,243 54	.....	\$500 00	.....	1,743 54	.....
Total.....			.....	.....	.....	.....	.....	.....	.....	\$44,556 95
RECAPITULATION.										
20.0952 miles road-bed and superstructure, at \$2,000 per mile.....										
1 locomotive, at \$2 500 .....										
1 passenger car, at \$800 .....										
3 hand cars, at \$75 .....										
Buildings on right of way.....										
Miscellaneous property.....										
Total.....										
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Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered ; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### ST. JOSEPH AND DES MOINES RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the St. Joseph and Des Moines Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law ; and the Board having duly considered all the evidence adduced in regard to such property as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit :





## RECAPITULATION.

31.72 miles of road-bed and superstructure, at \$3,250 per mile.....	.....	\$103,090 00
2 locomotives, at \$3,500 .....	\$7,000 00	
1 passenger car, at \$1,500.....	1,500 00	
17 flat and coal cars, at \$150.....	2,550 00	
8 grain and combination cars, at \$200.....	1,600 00	
5 stock cars, at \$200.....	1,000 00	
6 hand cars, at \$30 .....	180 00	
Miscellaneous property.....	100 00	
Buildings on right of way.....	.....	13,930 00
Total.....	.....	2,650 00
Road-bed and superstructure, per mile.....	\$3,250 00	
Distributable property, per mile.....	439 15.5	
Total, per mile.....	\$3,689 15.5	
		\$119,670 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which last motion was, by the Board, unanimously adopted.

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#### UNION RAILWAY AND TRANSIT COMPANY.

(St. Louis Bridge Company and the Tunnel R. R. Company of St. Louis, lessees thereof.)

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Union Railway and Transit Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Union Railway and Transit Company, (St. Louis Bridge Company and the Tunnel R. R. Company of St. Louis, lessees thereof), on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.			TOTALS.		
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Value in subdivision.	Value in county.
St. Louis.....	St. Louis.....	.....	5.54	\$23,474 73	.....	\$130,050 00	.....	\$130,050 00
			5.54	.....	\$ 130,050 00	.....	\$130,050 00	.....
		St. Louis.....	5.54	.....	130,050 00	.....	130,050 00	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	\$130,050 00

## ITEMIZED STATEMENT.

5.54 miles road-bed, including side track, at \$15,000 per mile.....	\$83,100 00
8 locomotives, at \$6,500.....	45,200 00
1 caboose car, at \$250.....	250 00
3 passenger cars, at \$500.....	1,500 00
Total.....	\$130,050 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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#### WEST END NARROW GAUGE RAILROAD COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the West End Narrow Gauge Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company, and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:



Aggregate and detail description and valuation of property in the State of Missouri, owned by the West End Narrow Gauge Railroad Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879.

County.	Township.	Cities and towns.	MILES.			BUILDINGS.			TOTALS.	
			No. of miles.	Valuation per mile.	Valuation in subdivision.	Valuation in county.	Valuation in subdivision.	Valuation in county.	Value in subdivision.	Value in county.
St. Louis.....	Central..... St. Louis.....	.....	8.00	\$4,178 75	.....	\$33,430 00	.....	\$1,100 00	.....	\$34,530 00
			2.50	4,178 75	\$10,446 88	.....	.....	.....	\$10,446 88	.....
			5.50	4,178 75	22,983 12	.....	\$1,100 00	.....	24,083 12	.....
			5.50	4,178 75	22,983 12	.....	.....	.....	22,983 12	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$34,530 00

## ITEMIZED STATEMENT.

8 miles road-bed and superstructure, at \$3,000 per mile.....	\$24,000 00
2 locomotives, at \$2,500.....	5,000 00
4 passenger cars, at \$1,000.....	4,000 00
2 flat cars, at \$200.....	400 00
1 hand car, at \$30.....	30 00
Buildings on right of way.....	1,100 00
Total.....	\$34,530 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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### WABASH RAILROAD.

On motion, the Board proceeded to assess, adjust and equalize the property, real, personal and mixed, belonging to the Wabash Railroad Company on the first day of August, 1879, and to assign the values of said road and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other railroads in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of road and property aforesaid, to wit:



## ITEMIZED STATEMENT.

196 locomotives, at \$5,000.....	\$980,000 00
67 passenger cars, at \$2,500.....	167,500 00
1 pay car, at \$1,000.....	1,000 00
24 post office cars, at \$400.....	9,600 00
16 baggage cars, at \$400.....	6,400 00
3,166 caboose cars, at \$150.....	474,900 00
486 coal cars, at \$150.....	72,900 00
525 stock cars, at \$200.....	105,000 00
308 hand cars, at \$20.....	6,160 00
402 platform cars, at \$100.....	40,200 00
6 wrecking cars, at \$350.....	2,100 00
30 dump and other cars, at \$50.....	1,500 00
Total rolling stock on whole line of 689 miles.....	\$1,867,260 00
Proportion of rolling stock assessed to 1 mile in the State of Missouri.....	\$2,700 10
Buildings on right of way in Missouri.....	1,480 00
Total.....	\$4,190 10

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.



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TELEGRAPH COMPANIES.

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## WESTERN UNION TELEGRAPH COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property and franchises owned by the Western Union Telegraph Company on the first day of August, 1879, and to assign the values of said telegraph and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table, as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of the property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Western Union Telegraph Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization, for the taxes of 1879, under an act of the General Assembly of the State of Missouri, entitled "An act to provide for the assessment and collection of taxes on bridges owned by Joint Stock Companies, and property and franchises owned by Telegraph and Express Companies," approved April 21st, 1877.

	Location.	No. of miles in county.	No. of wires on poles.	Value per mile.	Batteries & instruments per mile.	Total value per mile.	Total value on line.	Total value in county.
Along line.....	Audrain county:							
"	St. L., K. C. & N. R'y.....	27.50	3	\$80 00	\$4 00	\$84 00	\$2,310 00	.....
"	C. & A. R'y.....	33.79	1	50 00	4 00	54 00	1,824 66	.....
"	City of Mexico.....	.75	2	65 00	4 00	69 00	51 75	\$4,186 41
Along line.....	Adair county:							
"	St. L., K. C. & N. R'y.....	23.75	1	50 00	4 00	54 00	1,282 50	1,282 50
Along line.....	Andrew county:							
"	K. C., St. Joe. & C. B. R. R.....	19.50	2	65 00	4 00	69 00	1,345 50	1,345 50
Along line.....	Atchison county:							
"	K. C., St. Joe. & C. B. R. R.....	24.75	2	65 00	4 00	69 00	1,707 75	1,707 75
Along line.....	Bollinger county:							
"	St. L., I. M. & S. R'y.....	19.81	2	65 00	4 00	69 00	1,366 89	1,366 89
Along line.....	Butler county:							
"	St. L., I. M. & S. R'y.....	46.59	2	65 00	4 00	69 00	3,214 71	3,214 71
Along line.....	Barry county:							
"	St. L. & San Francisco R'y.....	6.09	2	65 00	4 00	69 00	420 21	420 21
Along line.....	Boone county:							
"	St. L., K. C. & N. R'y.....	33.00	2	65 00	4 00	69 00	2,277 00	2,277 00

Along line.....	Bates county : M., K. & T. R'y.....	5.50	2	65 00	4 00	69 00	379 50	379 50
Along line.....	Buchanan county : St. L., K. C. & N. R'y.....	19 50	1	50 00	4 00	54 00	1,053 00	.....
“ “ “ “	C., R. I. & Pacific R. R.....	18 66	1	50 00	4 00	54 00	1,007 64	.....
“ “ “ “	H. & St. Joe. R. R.....	16.00	2	65 00	4 00	69 00	1,104 00	.....
“ “ “ “	K. C., St. Joe. & C. B. R. R.....	29.00	3	80 00	4 00	84 00	2,436 00	.....
“ “ “ “	City of St. Joseph.....	1.25	14	245 00	4 00	249 00	311 25	5,911 89
Along line.....	Cape Girardeau county : St. L., I. M. & S. R'y.....	12.25	2	65 00	4 00	69 00	845 25	.....
“ “ “ “	A. & C. G. Highway line.....	16.50	1	50 00	4 00	54 00	891 00	1,736 25
Along line.....	Crawford county : St. Louis & S. F. R'y.....	26.55	2	65 00	4 00	69 00	1,831 95	1,831 95
Along line.....	Camden county : St. L. & San Francisco R'y.....	4.00	2	65 00	4 00	69 00	276 00	276 00
Along line.....	Christian county : St. Louis & S. F. R'y.....	7.75	2	65 00	4 00	69 00	534 75	534 75
Along line.....	Cole county : Mo. Pacific R'y.....	24.40	5	110 00	4 00	114 00	2,781 60	.....
“ “ “ “	Jefferson City.....	.50	8	50 00	4 00	54 00	79 50	2,861 10
Along line.....	Cooper county : Mo. Pacific R'y.....	33.66	2	65 00	4 00	69 00	2,322 54	.....
“ “ “ “	M., K. & T. R'y.....	24.25	1	50 00	4 00	54 00	1,309 50	3,632 40
Along line.....	Cass county : Mo. Pacific R'y.....	13.50	5	110 00	4 00	114 00	1,539 00	.....
“ “ “ “	A., T. & S. F. R'y.....	21 25	1	50 00	4 00	54 00	1,147 50	.....
“ “ “ “	M., K. & T. R'y.....	29.00	1	50 00	4 00	54 00	1,566 00	4,252 50
Along line.....	Chariton county : St. Louis, K. C. & N. R'y.....	32.50	2	65 00	4 00	69 00	2,242 50	.....
“ “ “ “	B. & C. R. R.....	21.00	1	50 00	4 00	54 00	1,134 00	3,376 50



## WESTERN UNION TELEGRAPH COMPANY—Continued.

	Location.	No. of miles in county.	No. of wires on poles.	Value per mile.	Batteries & instru- ments per mile.	Total value per mile.	Total value on line.	Total value in county.
Along line.....	Carroll county:							
“ “ .....	St. L., K. C. & N. R'y .....	36.25	2	\$65 00	\$4 00	\$69 00	\$2,501 25	\$2,587 50
“ “ .....	City of Carrollton.....	1.25	2	65 00	4 00	69 00	86 25	
Along line.....	Clay county:							
“ “ .....	St. L., K. C. & N. R'y.....	17.00	2	65 00	4 00	69 00	1,173 00	
“ “ .....	H. & St. Joe. R. R.....	21.50	1	50 00	4 00	54 00	1,161 00	
“ “ .....	K. C., St. Joe. & C. B. R. R.....	3.00	1	50 00	4 00	54 00	162 00	2,496 00
Along line.....	Clinton county:							
“ “ .....	St. L., K. C. & N. R'y .....	27.00	1	50 00	4 00	54 00	1,458 00	
“ “ .....	C., R. I. & Pacific R. R.....	28.09	1	50 00	4 00	54 00	1,516 86	
“ “ .....	H. & St. Joe. R. R.....	37.00	1	50 00	4 00	54 00	1,998 00	4,972 86
Along line.....	Clark county:							
“ “ .....	St. L., K. C. & N. W. R. R.....	10.40	2	65 00	4 00	69 00	717 60	
“ “ .....	M. I. & N. R. R.....	27.80	1	50 00	4 00	54 00	1,501 20	2,218 80
Along line.....	Callaway county:							
“ “ .....	C. & A. R. R.....	41.25	1	50 00	4 00	54 00	2,227 50	2,227 50
Along line.....	Caldwell county:							
“ “ .....	H. & St. Joe. R. R.....	26.00	2	65 00	4 00	69 00	1,794 00	1,794 00
Along line.....	DeKalb county:							
“ “ .....	C., R. I. & P. R. R.....	4.77	1	50 00	4 00	54 00	257 58	
“ “ .....	H. & St. Joe. R. R.....	10.00	2	65 00	4 00	69 00	690 00	947 58
Along line.....	Davies county:							
“ “ .....	C., R. I. & P. R. R.....	28.53	1	50 00	4 00	54 00	1,540 62	
“ “ .....	St. L., K. C. & N. R'y .....	30.00	1	50 00	4 00	54 00	1,620 00	3,160 62

Along line.....	Franklin county: St. L. & S. F. R'y.....	34.77	2	65 00	4 00	69 00	2,399 13	.....
Along line.....	Mo. Pacific R'y.....	38.50	6	125 00	4 00	129 00	4,966 50	7,365 63
Along line.....	Greene county: St. L. & S. F. R'y.....	29.03	2	65 00	4 00	69 00	2,003 07	.....
Along line.....	City of Springfield .....	1.25	4	95 00	4 00	99 00	123 75	2,126 82
Along line.....	Gasconade county: Mo. Pacific R'y.....	16.28	5	110 00	4 00	114 00	1,855 92	1,855 92
Along line.....	Grundy county: C, R. I. & P. R. R.....	26.80	2	65 00	4 00	69 00	1,849 20	1,849 20
Along line.....	Howard county: St. L., K. C. & N. R'y .....	7.00	1	50 00	4 00	54 00	378 00	.....
Along line.....	M., K. & T. R'y .....	25.00	1	50 00	4 00	54 00	1,350 00	1,728 00
Along line.....	Henry county: M., K. & T. R'y.....	37.00	2	65 00	4 00	69 00	2,553 00	2,553 00
Along line.....	Holt county: Forest City & Orange line.....	3 00	2	65 00	4 00	69 00	207 00	.....
Along line.....	K. C., St. Joe. & C. B. R. R.....	38 00	2	65 00	4 00	69 00	2,622 00	2,829 00
Along line.....	Iron county: St. L., I. M. & S. R'y.....	33.69	2	65 00	4 00	69 00	2,324 61	2,324 61
Along line.....	Jefferson county: St. L., I. M. & S. R'y.....	30.93	4	95 00	4 00	99 00	3,017 07	.....
Along line.....	Pevely and Crystal City line.....	6.00	1	50 00	4 00	54 00	324 00	3,341 07
Along line.....	Johnson county: Mo. Pacific R'y.....	35.98	5	110 00	4 00	114 00	4,101 72	.....
Along line.....	M., K. & T. R'y.....	8.00	1	50 00	4 00	54 00	432 00	4,533 72
Along line.....	Jackson county: Mo. Pacific R'y.....	30.00	5	110 00	4 00	114 00	3,420 00	.....
Along line.....	A., T. & S. F. R'y.....	2.25	1	50 00	4 00	54 00	121 50	.....
Along line.....	Mo. R., Ft. Scott & G. R. R.....	2.22	3	80 00	4 00	84 00	186 48	.....
Along line.....	City of Independence.....	1.00	2	65 00	4 00	69 00	69 00	.....
Along line.....	City of Kansas.....	6.50	7	140 00	4 00	144 00	936 00	4,732 98

## WESTERN UNION TELEGRAPH COMPANY—Continued.

	Location.	No of miles in county.	No. of wires on poles.	Value per mile.	Batteries & instru- ments per mile.	Total value per mile.	Total value on line.	Total value in county.
Along line.....	Jasper county : Mo. & Western R. R.....	31.50	1	\$50 00	\$4 00	\$54 00	\$1,701 00	\$1,701 00
Along line.....	Laclede county : St. L. & S. F. R'y.....	36.05	2	65 00	4 00	69 00	2,487 45	2,487 45
Along line.....	Lawrence county : St. L. & S. F. R. R.....	22.90	2	65 00	4 00	69 00	1,580 10	...
Along line.....	Mo. & Western R. R.....	5.00	1	50 00	4 00	54 00	270 00	1,850 10
Along line.....	Lafayette county : Mo. Pacific R'y.....	28.25	1	50 00	4 00	54 00	1,525 50	1,525 50
Along line.....	Lewis county : St. L., K. & N. W. R. R.....	21.50	2	65 00	4 00	69 00	1,483 50	1,483 50
Along line.....	Lincoln county : W. & W. Quincy Highway Line.....	28.00	1	50 00	4 00	54 00	1,512 00	1,512 00
Along line.....	Linn county : B. & C. R. R.....	5 00	1	50 00	4 00	54 00	270 00	...
Along line.....	H. & St. Joe. R. R.....	25.00	2	65 00	4 00	69 00	1,725 00	1,995 00
Along line.....	Livingston county : P. & St. Joe. R. R.....	23.00	2	65 00	4 00	69 00	1,587 00	...
Along line.....	St. L., K. C. & N. R'y.....	22.00	1	50 00	4 00	54 00	1,188 00	2,775 00
Along line.....	Madison county : S. Louis, I. M. & S. R'y.....	23.30	2	65 00	4 00	69 00	1,607 70	1,607 70
Along line.....	Mississippi county : St. L., I. M. & S. R'y.....	38.97	2	65 00	4 00	69 00	2,688 93	2,688 93

Along line.....	Moniteau county : Missouri Pacific R'y.....	23.58	5	110 00	4 00	114 00	2,688 12	2,688 12
Along line.....	Morgan county : Mo. Pacific R'y.....	7.90	5	110 00	4 00	114 00	900 60	900 60
Along line.....	Montgomery county : St. Louis, K. C. & N. R'y.....	27.00	3	80 00	4 00	84 00	2,268 00	2,268 00
Along line.....	Macon county : St. L., K. C. & Northern R'y.....	30.75	1	50 00	4 00	54 00	1,660 50	.....
Along line.....	Hannibal & St. Joseph R. R.....	26.00	2	65 00	4 00	69 00	1,794 00	3,454 50
Along line.....	Marion county : St. L., K. & N. W. R. R.....	20.10	1	50 00	4 00	54 00	1,085 40	.....
“	W. & W., Quincy line.....	31.00	1	50 00	4 00	54 00	1,674 00	.....
“	H. & St. Joe. R. R.....	42.50	3	80 00	4 00	84 00	3,570 07	.....
“	M., K. & T. R'y.....	7.00	1	50 00	4 00	54 00	378 00	.....
“	City of Hannibal.....	.50	4	90 00	4 00	94 00	47 00	6,754 40
Along line.....	Mercer county : C, R. I. & Pacific R. R.....	27.31	2	65 00	4 00	69 00	1,884 39	1,884 39
Along line.....	Monroe county : H. & St. Joe. R. R.....	3.50	2	65 00	4 00	69 00	241 50	.....
“	M., K. & T. R'y.....	40.50	1	50 00	4 00	54 00	2,187 00	2,428 50
Along line.....	New Madrid county : St. L., I. M. & S. R'y.....	3.67	1	50 00	4 00	54 00	198 18	198 18
Along line.....	Newton county : St. L. & S. F. R'y.....	35.75	2	65 00	4 00	69 00	2,466 75	.....
“	M. & W. R. R.....	5.50	1	50 00	4 00	54 00	297 00	2,763 75
Along line.....	Nodaway county : K. C., St. Joe. & C. B. R. R.....	32.00	1	50 00	4 00	54 00	1,728 00	1,728 00
Along line.....	Osage county : Mo. Pac. R'y.....	23.24	5	110 00	4 00	114 00	2,649 36	2,649 63

## WESTERN UNION TELEGRAPH COMPANY—Continued.

	Location.	No. miles in county.	No. of wires on poles.	Value per mile.	Batteries & instru- ments per mile.	Total value per mile.	Total value on line.	Total value in county.
Along line .....	Phelps county : St. L. & S. F. R'y .....	32.75	2	\$65 00	\$4 00	\$69 00	\$2,259 75	\$2,259 75
Along line .....	Pulaski county : St. L. & S. F. R'y .....	32.75	2	65 00	4 00	69 00	2,259 75	2,259 75
Along line .....	Putnam county : B. & S. W. R. R. ....	10.75	1	50 00	4 00	54 00	580 50	580 50
Along line .....	Pettis county : Mo. Pac. R'y. ....	45.50	3	80 00	4 00	84 00	3,822 00	.....
Along line .....	M. K. & T. R'y .....	40.00	2	65 00	4 00	69 00	2,760 00	.....
Along line .....	City of Sedalia .....	.25	18	305 00	4 00	309 00	77 25	6,659 25
Along line .....	Pike county : C. & A. R. R. ....	24.27	1	50 00	4 00	54 00	1,310 58	.....
Along line .....	W. & W. Quincy line .....	46.00	1	50 00	4 00	54 00	2,484 00	3,794 58
Along line .....	Platte county : C. R. I. & P. R. R. ....	34.30	1	50 00	4 00	54 00	1,852 20	.....
Along line .....	K. C., St. Joe. & C. B. R. R. ....	39 00	1	50 00	4 00	54 00	2,106 00	3,958 20
Along line .....	Randolph county : St. L., K. C. & N. R'y .....	43 75	2	65 00	4 00	69 00	3,018 75	.....
Along line .....	M. K. & T. R'y .....	20.25	1	50 00	4 00	54 00	1,093 50	4,112 25
Along line .....	Ray county : St. L., K. C. & N. R'y .....	54.75	2	65 00	4 00	69 00	3,777 75	3,777 75
Along line .....	Ralls county : C. & A. R. R. ....	1.49	1	50 00	4 00	54 00	80 46	.....
Along line .....	W. & W. Quincy line .....	14.00	1	50 00	4 00	54 00	756 00	.....
Along line .....	H. & St. Joe. R. R. ....	4.00	2	65 00	4 00	69 00	276 00	.....
Along line .....	M. K. & T. R'y .....	14.50	1	50 00	4 00	54 00	783 00	1,895 46



Along line.....	St. Louis City :	7.00	5	110 00	4 00	114 00	798 00	.....
“ “ “ “	St. L., I. M. & S. R'y.....	9.00	6	125 00	4 00	129 00	1,161 00	.....
“ “ “ “	Mo. Pacific R'y.....	8.50	6	125 00	4 00	129 00	1,096 50	.....
“ “ “ “	St. L., K. C. & N. R'y.....	7.00	23	333 00	4 00	337 00	2,359 00	5,414 50
Along line.....	City lines and offices.....							
Along line.....	St. Louis county :							
“ “ “ “	St. L., I. M. & S. R'y.....	11.14	4	95 00	4 00	99 00	1,102 86	.....
“ “ “ “	Mo. Pacific R'y.....	27.50	5	110 00	4 00	114 00	3,135 00	.....
“ “ “ “	St. L., K. C. & N. R'y.....	23.50	2	65 00	4 00	69 00	1,621 50	5,859 36
Along line.....	St. Francois county :							
“ “ “ “	St. L., I. M. & S. R'y.....	35.54	2	65 00	4 00	69 00	2,452 26	2,452 26
Along line.....	Scott county :							
“ “ “ “	St. L., I. M. & S. R'y.....	31.64	2	65 00	4 00	69 00	2,183 16	2,183 16
Along line.....	Stoddard county :							
“ “ “ “	St. L., I. M. & S. R'y.....	28.05	1	50 00	4 00	54 00	1,514 70	1,514 70
Along line.....	Saline county :							
“ “ “ “	Mo. Pacific R'y.....	7.00	1	50 00	4 00	54 00	378 00	378 00
Along line.....	St. Charles county :							
“ “ “ “	St. L., K. C. & N. R'y.....	27 05	4	95 00	4 00	99 00	2,073 00	.....
“ “ “ “	W. & W. Quincy line.....	9 00	1	50 00	4 00	54 00	486 00	3,159 00
Along line.....	Schuyler county :							
“ “ “ “	St. L., K. C. & N. R'y.....	20.00	1	50 00	4 00	54 00	1,080 00	.....
“ “ “ “	M., I. & N. R. R.....	19.40	1	50 00	4 00	54 00	1,047 60	2,127 60
Along line.....	Scotland county :							
“ “ “ “	M., I. & N. R. R.....	22.40	1	50 00	4 00	54 00	1,209 60	1,209 60
Along line.....	Shelby county :							
“ “ “ “	H. & St. Joe. R. R.....	29 00	2	65 00	4 00	69 00	2,001 00	2,001 00
Along line.....	St. Clair county :							
“ “ “ “	M., K. & T. R'y.....	6.75	2	65 00	4 00	69 00	465 75	465 75
Along line.....	Vernon county :							
“ “ “ “	M., K. & T. R'y.....	30.50	2	65 00	4 00	69 00	2,518 50	2,518 50

## WESTERN UNION TELEGRAPH COMPANY—Continued.

	Location.	No. of miles in county.	No. of wires on poles.	Value per mile.	Batteries & instru- ments per mile.	Total value per mile.	Total value on line.	Total value in county.
Along line.....	Washington county : St. L., I. M. & S. R'y.....	20.28	4	\$95 00	\$4 00	\$99 00	\$2,007 72	\$2,007 72
Along line.....	Wayne county : St. L., I. M. & S. R'y.....	32.34	2	65 00	4 00	59 00	2,231 46	2,231 46
Along line.....	Webster county : St. L & San Francisco R'y.....	25.15	2	65 00	4 00	69 00	1,735 35	1,735 35
Along line.....	Warren county : St. L., K. C & N. R'y.....	18.00	3	80 00	4 00	84 00	1,512 00	1,512 00
	Grand Total.....							\$209,649 69

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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KELLOGG, ANDERSON AND GORDON TELEGRAPH  
COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property and franchises owned by Kellogg, Anderson and Gordon Telegraph Company on the first day of August, 1879, and to assign the values of said telegraph and movable property to counties and municipal divisions thereof, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of the property aforesaid, to wit:

Aggregate and detail description and valuation of property in the State of Missouri, owned by the Kellogg, Anderson and Gordon Telegraph Company, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization for the taxes of 1879, under an act of the General Assembly of the State of Missouri, entitled "An act to provide for the assessment and collection of taxes on bridges owned by joint stock companies, and property and franchises owned by telegraph and express companies," approved April 21, 1877.

Location.	Number of miles in county.	Number of wires on poles.	Value per mile.	Batteries and instruments per mile.	Total value per mile.	Total value on line.	Total value in county.
Chariton county .....	2 00	1	\$50 00	\$4 00	\$54 00	\$108 00	\$108 00

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Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.





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BRIDGE COMPANIES.

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# ASSESSMENT, ADJUSTMENT AND EQUALIZATION

## OF

# BRIDGE COMPANIES.

### BOONVILLE BRIDGE COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real and personal, belonging to the Boonville Bridge Company on the first day of August, 1879, and to assign the values thereof to counties and municipal divisions, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other bridges in this State, and also the reports of said company, and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of property aforesaid, to wit:

Aggregate valuation of the Boonville Bridge Company in the State of Missouri, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization, for the taxes of 1879, under an act of the General Assembly of the State of Missouri, entitled an "Act to provide for the assessment and collection of taxes on bridges owned by joint stock companies, and property and franchises owned by telegraph and express companies," approved April 21, 1877.

BRIDGE.	County.	Value in each county.	Total value.
Boonville Bridge Company.....	Cooper..... Howard.....	\$100,000 00 100,000 00	
Total.....			\$200,000 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

## CHICAGO AND ATCHISON BRIDGE COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real and personal, of that portion in Missouri, belonging to the Chicago and Atchison Bridge Company on the first day of August, 1879, and to assign the values thereof to counties and municipal divisions, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other bridges in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table, as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of the property aforesaid, to wit:

Aggregate valuation of that portion of the Chicago and Atchison Bridge Company in the State of Missouri, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization, for the taxes of 1879, under an act of the General Assembly of the State of Missouri, entitled an "Act to provide for the assessment and collection of taxes on bridges owned by joint stock companies, and property and franchises owned by telegraph and express companies," approved April 21, 1877.

BRIDGE.	County.	Total value in Missouri.
Chicago and Atchison Bridge Company.....	Buchanan.....	\$125,000 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that the motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.



## HANNIBAL BRIDGE COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real and personal, of that portion in Missouri belonging to the Hannibal Bridge Company, on the first day of August, 1879, and to assign the values thereof to counties and municipal divisions as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other bridges in this State, and also the reports of said company, and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of the property aforesaid, to wit:

Aggregate valuation of that portion of the Hannibal Bridge Company in the State of Missouri, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization, for the taxes of 1879, under an act of the General Assembly of the State of Missouri, entitled "An act to provide for the assessment and collection of taxes on bridges owned by joint stock companies, and property and franchises owned by telegraph and express companies," approved April 21, 1877.

BRIDGE.	County.	Total value in Missouri.
Hannibal Bridge Company.....	Marion.....	\$100,000 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

## LEAVENWORTH BRIDGE COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real and personal, of that portion in Missouri belonging to the Leavenworth Bridge Company on the first day of August, 1879, and to assign the values thereof to counties and municipal divisions, as required by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other bridges in this State, and also the reports of said company, and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company at the day and year last aforesaid, as a just and proper assignment of the values of the property aforesaid, to wit:

Aggregate valuation of that portion of the Leavenworth Bridge Company in the State of Missouri, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization, for the taxes of 1879, under an act of the General Assembly of the State of Missouri, entitled "An act to provide for the assessment and collection of taxes on bridges owned by joint stock companies, and property and franchises owned by telegraph and express companies," approved April 21, 1877.

BRIDGE.	County.	Total value in Missouri.
Leavenworth Bridge Company.....	Platte.....	\$75,000 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

## MISSISSIPPI RIVER BRIDGE COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real and personal, of that portion in Missouri belonging to the Mississippi River Bridge Company on the first day of August, 1879, and to assign the values thereof to the counties and municipal divisions, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other bridges in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of values of the property aforesaid, to-wit:

Aggregate valuation of that portion of the Mississippi River Bridge Company in the State of Missouri, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization, for the taxes of 1879, under an act of the General Assembly of the State of Missouri, entitled "An act to provide for the assessment and collection of taxes on bridges owned by joint stock companies, and property and franchises owned by telegraph and express companies," approved April 21, 1877.

BRIDGE.	County.	Total value in Missouri.
Mississippi River Bridge Company.....	Pike.....	\$100,000 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

## QUINCY BRIDGE COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real and personal, of that portion in Missouri belonging to the Quincy Bridge Company on the first day of August, 1879, and to assign the values thereof to counties and municipal divisions, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other bridges in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of the property aforesaid, to wit :

Aggregate valuation of that portion of the Quincy Bridge Company in the State of Missouri, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization, for the taxes of 1879, under an act of the General Assembly of the State of Missouri, entitled "An act to provide for the assessment and collection of taxes on bridges owned by joint stock companies, and property and franchises owned by telegraph and express companies," approved April 21, 1877.

BRIDGE.	County.	Total value in Missouri.
Quincy Bridge Company.....	Marion.....	\$100,000 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

## ST. JOSEPH BRIDGE COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real and personal, of that portion in Missouri belonging to the St. Joseph Bridge Company on the first day of August, 1879, and to assign the values thereof to counties and municipal divisions, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other bridges in this State, and also the reports of said company, and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, on the day and year last aforesaid, as a just and proper assignment of the values of property aforesaid, to wit:

Aggregate valuation of that portion of the St. Joseph Bridge Company in the State of Missouri, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization, for taxes of 1879, under an act of the General Assembly of the State of Missouri, entitled "An act to provide for the assessment and collection of taxes on bridges owned by joint stock companies, and property and franchises owned by telegraph and express companies," approved April 21, 1877.

BRIDGE.	County.	Total value in Missouri.
St. Joseph Bridge Company.....	Buchanan.....	\$50,000 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.



## ST. LOUIS BRIDGE COMPANY.

On motion, the Board proceeded to assess, adjust and equalize the property, real and personal, of that portion in Missouri belonging to the St. Louis Bridge Company on the first day of August, 1879, and to assign the values thereof to counties and municipal divisions, as provided by law; and the Board having duly considered all the evidence adduced in regard to such property, as well as the like property of other bridges in this State, and also the reports of said company and of the counties reporting thereon, does, on motion, adopt the following schedule and table as being a just, proper and legal assessment, adjustment and equalization of the property of said company, at the day and year last aforesaid, as a just and proper assignment of the values of the property aforesaid, to wit:

Aggregate valuation of that portion of the St. Louis Bridge Company, (formerly the Illinois and St. Louis Bridge Company), in the State of Missouri, on the first day of August, 1879, as assessed, adjusted and equalized by the State Board of Equalization, for taxes of 1879, under an act of the General Assembly of the State of Missouri, entitled "An act to provide for the assessment and collection of taxes on bridges owned by joint stock companies, and property and franchises owned by telegraph and express companies," approved April 21, 1877.

BRIDGE.	City.	Total value in Missouri.
St. Louis Bridge Company.....	St. Louis.....	\$700,000 00

Mr. McGrath moved that the vote by which the above and foregoing schedule and table were adopted be reconsidered; and further moved that said motion to reconsider be laid on the table, which latter motion was, by the Board, unanimously adopted.

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THIRTEENTH DAY—SATURDAY, JULY 3, 1880.

The Board met pursuant to call of the President.

*Present*—Messrs. Phelps and Smith.

*Absent*—Messrs. McGrath, Holladay and Gates.

It appearing to those present that the members of the Board not in attendance had been duly notified of the meeting, and a quorum not being in attendance, on motion of Mr. Smith, the Board adjourned.

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## FOURTEENTH DAY—WEDNESDAY, JULY 7, 1880.

The Board met pursuant to call of the President.

*Present*—Messrs. Phelps, Holladay, Smith and Gates.

*Absent*—Mr. McGrath.

The Board approved the accounts of the Secretary and Clerk.

The business of the Board having been completed, on motion, adjourned without day.

STATE OF MISSOURI, COUNTY OF COLE,  
CITY OF JEFFERSON, July 7, 1880.

We, John S. Phelps, President, and B. F. Stewart, Secretary of the State Board of Equalization, do hereby certify that the above and foregoing manuscript, commencing on page 389 and ending on page 473, purporting to be the Journal of the State Board of Equalization, is a just and full record of its proceedings and decisions.

In testimony whereof we have hereunto set our hands as such officers, this day and year last aforesaid.

JOHN S. PHELPS, President.

B. F. STEWART, Secretary.

Received and filed July 7, 1880.

THOMAS HOLLADAY, State Auditor.

STATE OF MISSOURI, AUDITOR'S OFFICE,  
CITY OF JEFFERSON.

I, THOMAS HOLLADAY, State Auditor for the State of Missouri, hereby certify that the foregoing is a full, true and complete copy of the record and proceedings of the State Board of Equalization, at its session in 1880, as fully as the same remains on file in my office.

In testimony whereof, I hereto set my hand and affix my official seal.



Done at office in the City of Jefferson, this 7th day of July, 1880.

THOS. HOLLADAY, State Auditor.





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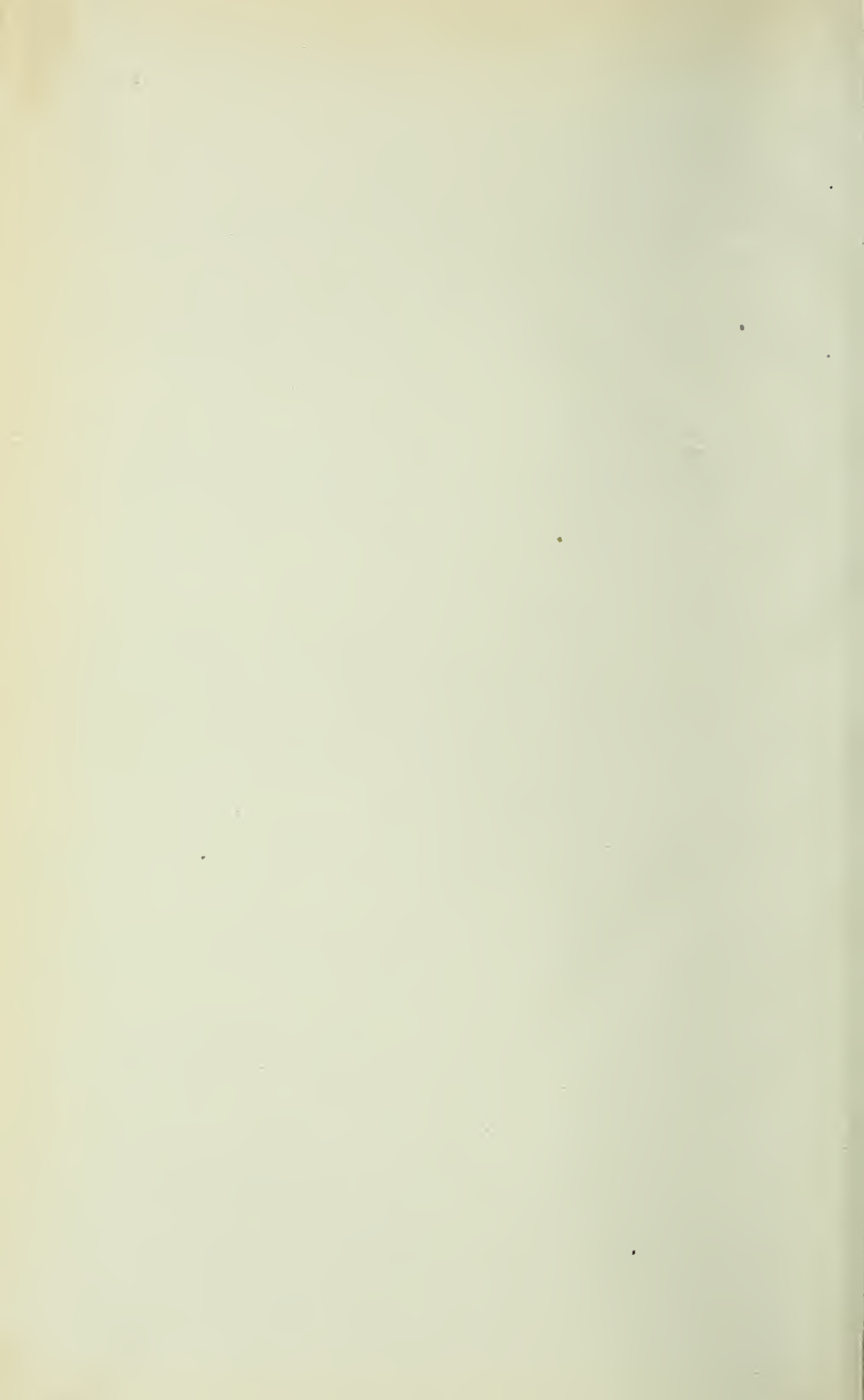
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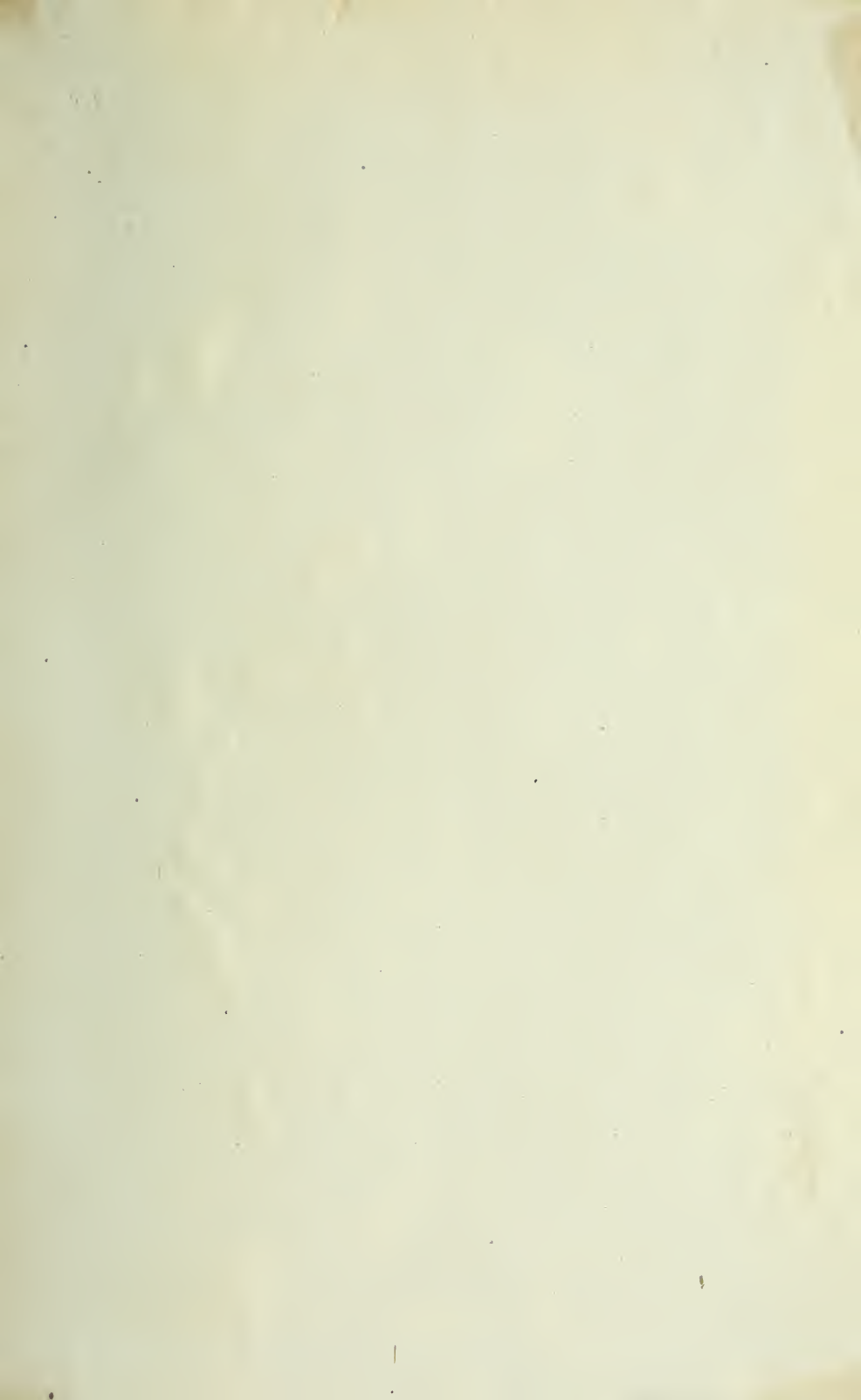












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